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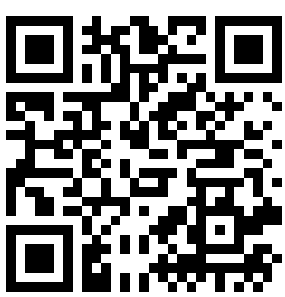

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PER FRENCH MAIL.]

The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 18th, and 26th.

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SUBSCRIPTIONS FOR 1868.

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Office, 2, Cowper's-court, Cornhill (over the Jerusalem).

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN—Yokohama	Sept. 17	Nov. 12	Nov. 14
Nagasaki	—	—	Nov. 13
Hakodadi			
CHINA—Peking	—	—	Nov. 10
Tien-tsin	—	—	Nov. 14
Chefoo	—	—	Nov. 18
New-chwang	—	—	Nov. 18
Hankow	—	—	Nov. 14
Kiu-kiang	—	—	Nov. 15
Chin-kiang			
Shanghai	Sept. 26	Nov. 13	Nov. 21
Ningpo			
Yoo-Chow	—	—	Nov. 20
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Oct. 10	Nov. 23	Nov. 26
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon	—	—	Dec. 1
SIAM—Bangkok	—	—	Nov. 22
BORNEO—Labuan	—	—	Nov. 26
Sarawak			
JAVA—			
Batavia	—	—	Nov. 30
MALACCA STRAITS—			
Singapore	Oct. 17	Nov. 19	Dec. 4
Penang	—	—	Nov. 27

The next inward P. and O. Mail, with Hong Kong dates to December 1, may be expected on the 5th inst. Telegrams from Hong Kong, via Galle, to the 15th Dec. are now due.

The present mail should, under ordinary circumstances, have been delivered in London yesterday. The delay arose from the steamer having arrived at Marseilles on New Year's Day, which is kept as a close holiday by all public offices in France.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Said, arrived at Marseilles, Jan. 1.—From Yokohama Messrs. Sumarest, Zeigler, Pim, Pumho, Vircetish, Regnotti, Rieu, Ortel. From Shanghai: Mr. Serie. From Hong Kong: Mr. J. Rubio y Romeo, Mr. and Mrs. J. Martinez, Messrs. Rodriguez Rubio, C. Volvino y Batino, Sanatuz Rodriguez, M. Cerrado y Martin, Mr. and Mrs. C. A. Ludhorf, Mrs. F. Tribe, Mr. L. Rosenhaim, Mrs. U. Carrera, Messrs. R. Mathew and J. Rodriguez. From Batavia: Messrs. Lihenthal, Chanseur, Madame Hermann, From Singapore: Messrs. Thelot, Lehman, De Rodas, Pascal.

PASSENGERS OUTWARD.

Per P. and O. steamer Syria, from Southampton, Jan. 4.—To Yokohama: Mr. Vernedi. To Shanghai: Mr. F. Schjoth, Mr. F. C. Adams, Mr. Rasch. To Hong Kong: Assistant Surgeon Power, Mr. G. N. Chisholm, Mr. R. Bearne. To Singapore: Mr James Miller, Rev. G. F. and Mrs. Hose. To Ceylon: Captain and Mrs. Smith, Miss Robinson, Ensign Macnash, Ensign Drought.

From Marseilles, Jan. 12.—To Shanghai: Mr. Ellis Elias, Mr. F. Cox, Mr. Gore Booth. To Singapore: Mrs. F. Brenkmann.

Per P. and O. steamer Ceylon, from Southampton, Jan. 20.—To Yokohama: Mr. O. Driscoll, Mr. Hall. To Shanghai: Mr. Hillier, Mr Andrews, Mr. Carles. To Singapore: Mr. D'Arcy. To Ceylon: Mr. Harding Cameron, Mr. J. G. Morley.

From Marseilles, Jan. 26.—To Hong Kong: Mrs. Armstrong, Miss Caldwell, Mr. J. and Mrs. Odell, Mr. W. L. Odell, Mr. T. E. Mercer. To Singapore: Miss Mary Thompson

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The dates brought by the French mail from Yokohama are to 15th. There is no news of importance. The steamer *Osaka* arrived on the 11th November, her passage, including all stoppages, being 108 days.

The *Japan Herald* has lately been enabled, through the courtesy of Capt. Bullock, R.N., to publish the result of the surveying expedition of H.M.S. *Serpent* to the East and West coast of Japan. We are glad to see active steps being taken for the surveys of the Japanese waters, as there are few coasts more dangerous and less known to mariners than these. Commander Stevens, of H.M.S. *Perseus*, gives an interesting report on the rock which proved fatal to the P. and O. steamer *Singapore*:—

It is six or seven feet below the water at low water spring tides.

Its dimensions are comprised in an area of nine to twelve feet, with soundings around it of from thirteen to twenty-one fathoms, within a circuit of half a cable on all bearings, excepting that of Low Island, from the centre of which it is one mile and a quarter distant on a bearing north 20 deg. east.

It is situated near the extreme of a sunken ledge or bank of an unlevel nature, which has soundings on it from Low Island (to the Rock) varying from six to seventeen fathoms.

The Rock is distinctly visible through the transparent water by which it is covered, and no remnant of the P. and O. steamer *Singapore* was to be seen. It is entirely surrounded to a considerable extent by the most conspicuous of "overfalls" and "ripples," which exist in this vicinity, the whole of which I submit mariners should be advised to carefully avoid.

In chart No. 2,441 a passage between Low Island and Toviowisatki is marked as possessing soundings 3, 7, and 3 fathoms respectively. This is entirely an error, as the passage is barely safe for a boat to make use of, and it should on no account be adopted for anything larger.

CHINA.

PEKING.

A correspondent of the *China Mail* writes from this port as follows, under date 10th November:—

"If I tell you that their Excellencies Messieurs les Grands Seigneurs talk less about the revision of treaties in this metropolis than do the 'masses' in any other place of China, I think I do but assert what is actually a fact. What they do, however, is quite another matter, and is altogether behind the scenes, which vulgar eyes cannot penetrate. The United States Minister is to leave on the 18th instant, with his family, upon a visit of inspection to all the open ports. The Admiral has placed at H.E.'s orders the despatch U. S. vessel *Ashuelot*, now lying at Shanghai. The Minister will be absent the whole winter, and his absence will be regretted by all his *confreres* in Peking, whose respect and sympathy he appears to have gained in the highest degree. It is to be hoped that the Hon. Anson Burlinghame may remain long in this country, for his influence is powerful to do great and good things. He possesses the faculty (not a common one by any means) of smoothing over many a rugged road, and the esteem and the confidence which he has won for himself from the representatives of all European nations in the Peking official world, are the result of a long and brilliant and, above all, a useful diplomatic career.

"It is said that General Vlangali, the Russian Minister, will shortly retire from his post. The weather is becoming cold, and very wise Celestials predict that the winter is going

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to be severe. The thermometer stands to-day at 26 deg. It is with deep regret that I have to mention the long protracted illness of Dr. Dudgeon, the Medical Physician of the London Mission Hospital established at Peking. The poor will miss him, for it is said that Dr. D. must proceed to a warmer climate.

"It is an *on dit* that the new college, known as the 'Tung-nen-kwan,' is to be opened at the commencement of the Chinese New Year. The Baron von Gumpach and Professors Billequin, Lepissier, and O'Brien, are eager for the coming day. You will have heard, no doubt, before this can reach you, of the sudden death of Dr. Poles, the medical officer of H.B.M.'s Legation. This sad news only reached us this morning from Tientsin, whither he had been ordered to proceed to attend the community after the death of Dr. Amitie. He is to be buried in the Tientsin Cemetery, beside his wife, who died at the same place some four weeks ago. Dr. and Mrs. Poles arrived in China in April of this year."

TIENTSIN.

A letter from this port, dated 14th November, says:—"The trade of the port has increased immensely, but barely is there one bale of goods that ever finds its way into the godowns of the foreign merchants. One must, however, except the Russian agents, who are employed in forwarding Hankow brick teas to the Siberian markets. This particular branch of trade has doubled itself within the past three years. The last steamer up at Tsz-chut-lin (the foreign concession) for this season arrived this morning. It is the *Hy-ar-ma-ra* (better known as the old confederate cruiser *Talahasset*). All the sailing crafts cleared away yesterday, so there will be none frozen in, as was the case with some five or six last year.

"Fears were entertained some time ago that Messrs. Trautmann and Co.'s two steamers the *Yuen-tsz-fee* and *Nanzing*, were to be withdrawn from their old line. It has now been ascertained that such is not the intention of their proprietors, and they will continue to run as heretofore between Shanghai, Chefoo, and Tientsin. The public at large congratulates itself that such is to be the case, for not only are the steamers themselves admirably adapted to their special line, but their commanders (Captains Tullock and Dreye) have become exceedingly popular. The same remark may hold good in writing of the S. S. N. Co.'s steamer *Szechuen*, commanded by Captain Bisbie. The dexterity of this latter is something which excites admiration. To give an example, which will be fully appreciated by all those who have been stuck for hours, and sometimes whole days, in the bends of the river 'Peiho,' I may mention as a proof of his skill in handling his ship that, in the middle of one night of the 26-27 of last month, there being no moonlight, but only cloudy darkness, Captain Bisbie took up his large steamer the entire distance from Taku to Tientsin without once having occasion to send a line ashore at any of the bends, and this he did within six hours. This is, so far as I know, perfection as concerns the steam navigation of this river, for never can it be surpassed. Smaller steamers may do as much, but never more. The *Szechuen* is, however, a boat of about 900 tons carrying capacity."

CHEFOO.

From a Chefoo letter of the 18th November we extract the following items:—

This little port still flourishes, and its residents remain on the *qui vive* with regard to the reply which H.B.M. Minister at Peking may (some day, perhaps) deign to give to the "ever-emboldened-duo of firms" who favoured his Excellency in May last with that for ever memorable and witty document commonly called the "Chefoo Memorial."

The direct trade with England and England's colonies is a fact accomplished and cannot be disputed. The third of a cargo of coals has been landed ex *Finzel*, from Liverpool, and two other cargoes have been received direct from Sydney, N.S.W. The first lot was consigned to Messrs. F. and Co., and the second to Messrs. W. C. and Co.; it becomes therefore apparent to the outside world, and it will be a matter of congratulation to the Exeter Hall-ites that the poor of the province of Shangtung (about 5,000,000 of souls in all) will not be so short of fuel during the coming winter months as they were in the winter of 1866-67.

The railway to Tsi-nan-foo is not yet completed; it must be that the first sod of the line was turned up at that extremity, for, not even from the highest peaks surrounding Cheefoo can any signs of the works or workmen be distinguished. The trade in pease, bean-cakes, etc., is not brisk just now, but that is easy of comprehension when it is considered that merchants are unwilling to purchase, owing to the belief which prevails in the minds of men that the sunrise which is expected to take place on the 1st January next will throw its beaming rays on the "Free Port of Yentai."

The *Friend of China* says, "the rebels are again in this province. By the latest reports they were marching towards Chu-nam-foo. One party is coming from the east, another from the west. We also learn that they have had an engagement, the Imperial troops suffering a loss of some thousands. The Chinese report the trail of the killed and wounded as over 60 *li* long. The natives have no fear about the rebels coming here."

NEWCHWANG.

From Newchwang, under date Nov. 18, we have the following: "The winter is so far setting in with a mild face. No ice has, as yet, been seen. Five vessels were loading, and the S.S. *Island Queen* has just arrived. The S.S. *Manchuh* is still expected from Shanghai *via* Tientsin. She will no doubt be the last vessel this year. The Light-ship is ordered to winter at Chefoo. The rough summary of imports and exports for the past season is as follows:—

"IMPORTS.—Opium, 2,446 chests; Grey Shirtings, 38,190 pieces; Camlets, 3,128 pieces; Lastings, 5,140 pieces; T-Cloths, 6,549 pieces; Lustres, 13,670 pieces; Drills, 32,921 pieces; White Shirtings, 3,851 pieces; Iron, 28,822 piculs; Sugar, 89,748 piculs; Glass, 400 boxes.

"EXPORTS.—Bean Cakes, 2,343,792 pieces; Peas, 1,086,977 piculs; Oil, 20,304 piculs.

"One hundred and sixty-seven vessels have been laden with bean cakes alone during the season, and upwards of three hundred and twenty vessels arrived in all, and cleared with outward cargo for native ports. I have heard that the newly-imported bean cake manufactory machinery, belonging to one of the oldest and largest firms of China, is likely to be very successful. It has been inspected by an official, who has made out a most favourable report of it. He considers that it must be a most profitable experiment, if managed with ability. H.B.M. Consul, T. T. Meadows, Esquire, is still absent hunting tigers in Manchuria. The European community is in the enjoyment of excellent health."

The Rev. W. C. Burns, one of the oldest and most highly-respected missionaries in China, has recently removed from Peking to this place, and an interesting letter from him is published in the *Missionary Recorder* for November. He says: "The foreign community permanently resident here is not very small, when we include pilots and all the Custom House officers; and, during the season when the river is open (it is closed from three to four months by ice), the number of foreign vessels is on an average, I understand, somewhere about 250 each year. I have begun a Sabbath service in English at the British Consulate. The meetings have been pretty well attended, and, by the Divine blessing, we hope that a few at least may be disposed regularly to assemble in our Lord's name. * * I hope that in a year or two, if not sooner, this place and the country beyond will not only be occupied by additional missionaries, but that those in the south who need a change may brace their systems by a summer visit, or by spending a winter here. In summer this place is considerably cooler than Peking, and in winter it is sufficiently cold, I suppose, to satisfy the desires of a Canadian. The Mandarin language is spoken in great purity, not only throughout Manchuria, but also in the provinces of Kirin and the Amour under the rule of the Chinese Empire; and in all this vast region there is not, if I except myself, a single representative of the Protestant churches. As in other countries, the priests of Rome are found established here and there, and will, in fact, pre-occupy the field unless evangelical Christians bestir themselves and enter on the work with a new measure of single-eyed consecration."

SHANGHAI.

From this port we have advices to the 21st of November. The English mail of September 26 arrived out on the 13th of November. The latest telegrams from London were, *via* Kiachta, October 7; *via* San Francisco, per *Costa Rica*, October 13; and *via* Galla, October 22

There is very little news from this port; the most important item appears to be the settlement of the Church question; which is thus described by the *Friend of China*:—"We hear that at the Church building meeting a resolution was passed to perfect with Mr. Iveson the scheme known as the 'Rowley Millerian';

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that is to say, the line of the compound along Honan-road will be let on lease to him; he will be at liberty to pull down the present chapel, and with the materials build China houses over the site; and for this he will pay twelve hundred taels a year. But it is Shanghai dufferism all over to let him have such terms, and just as we anticipated would be the result of the trustees' efforts in behalf of the public at large. We want the bishop up here for a short time, evidently, to give that tone to church affairs which they do not now enjoy."

The Chinese Government had purchased Messrs. E. D. Sassoon and Co.'s steamer *Waratah* for 5,000 taels, and are refitting her at the new arsenal. Three or four years ago this vessel was sold for 28,000 taels, or nearly six times more than she has now gone into Chinese hands for.

The Shanghai papers record the death, by a melancholy accident, of Mr. James P. Watkins, the "Commodore" of the Pacific Mail service. He was proceeding to Shanghai, on board the steamer *Costa Rica*, on the business of the company, when he accidentally fell down an open hatchway, and sustained injuries of so severe a nature as to cause death within two hours. Captain Watkins was formerly in the United States navy, and was 59 years of age.

The following is from a French correspondent at Shanghai:—"It is necessary to exercise a strict watch over the vessels conveying coolies embarked in Portuguese waters at Macao, not only as regards the salubrity of the vessels and the immigrants, but also to prevent any abuses in the nature of the engagements made with the men. The kidnapping of children by Chinese pirates has recently greatly increased, not only in the villages along the Canton river, but also on the coast of Tonkin and Cochin China. The missionaries declare that, in spite of all their efforts, not less than 10,000 persons have within a short period been sold in Tonkin, of which number 2,000 came from the Annamite frontier. The ships employed in this nefarious traffic display the flags of different nations, and generally proceed to Lima or Havannah. The Legations at Peking are making most praiseworthy efforts with the Chinese Government to put an end to this state of things, but there is reason to desire that the Western Powers should exercise a pressure on the Court of Peking to induce it to punish its guilty subjects most severely."

HONG KONG.

The dates by this opportunity are down to the 26th Nov. The outward mail of 10th Oct. arrived on the 23rd Nov. The P. and O. steamer *Delhi* which conveyed it fell in with a gale in the China Seas. The following is her report:—

November 12th, left Singapore at noon. Clear of the Straits found a strong N.E. monsoon blowing; proceeded towards the Palawan passage. Passed into favourable winds with thick rainy weather. At midnight of the 16th thick squally weather, eased dead slow at entrance of Palawan Channel till daylight, 35 miles south of Royal Captain Shoal. On the morning of the 16th sighted and passed Royal Captain and Bombay Shoals, weather characterised by a murky impervious haze, particularly to E. and N.E., and barometer tending downwards from 30.10 to 29·90. A strong wind drawing to N.W. made a press of sail, double-reefed topsails and reefed courses to clear the Palawan Channel. At 8 P.M. fresh gale with squalls and heavy head sea. Furled all square sails and jibs, and set reefed trysails. At 10.30 P.M. clear of the Palawan passage, a strong gale at W.N.W.; eased engines to steerage way; a high head sea from north and thick rain. At 4 A.M. barometer 29.74; all hands preparing ship for bad weather, secured boats, and battened and lashed down At 8 A.M on 17th, barometer tending still downwards, strong gale with gusts, wore ship with head to southward. At noon, the gale at West, barometer rising 29.86 wore ship with head to northward; an increasing very heavy sea with a high cross sea running through it. Wind decreasing and constant rain, continued the engines at slow. Sunset, barometer 29.80, gale moderate at S.S.W., with heavy cross sea, frequent heavy rain, and murky impervious cloud. Midnight, moderate breeze and cloudy, less sea, wind at S.S.W., proceeded full speed steering North. Noon on the 18th, fresh gale at S.E., with hard squalls and high cross sea, barometer 30 09, steering N.N.E. At 11 P.M., barometer falling again, with increasing sea and rain, eased engines and steered North. At 3.30 P.M. increasing bad weather symptoms, eased engines to steerage way, and steered to N.E., wind E by N., barometer falling from 29.93 to 29.87 and rising again to 29.90. At daylight set close-reefed square sails, and steered direct course. All day the focus of the bad weather could be distinctly marked to the S.W. in a bank of dark cloud. At noon on the 19th a second gale (a straight gale at N.E., perhaps as hard as has ever blown in the China sea, rising in force to the strength of a first-class hurricane) set in, and blew for thirty hours; the sea ran proportionately high; but in this second bad weather the sea ran true. In the intervening moderate weather the boats and deck battening and lashings had been resecured. The barometer throughout this second gale ranged from 29.90 to 29.72, with constant heavy rain. After ten hours the jolly boat was washed away, and after 15 hours the port lifeboat was washed adrift and the starboard lifeboat and cutter, badly stove, had to be cut away. 1 A.M., Nov. 21st, weather moderating, barometer rising to 30, the slide valve gear of foremost engine broke down, stopping the engines; hove ship to under storm main-trysail, and close-reefed main-topsail, and engineers set to work to repair the injury. At 2.30 A.M., 22nd, repairs of engines completed, turned a-head Daylight, 23rd, made the land, stopped engines an hour to repair slight defects in foremost engine. Made square sail, and close with the land. At 8.20 A.M. turned ahead with engines and furled sails. Barometer, 30.40. At noon anchored in Hong Kong Harbour. At 4 A.M., 17th, the *Delhi* was in a position N.E. of the Palawan channel, to be in Hong Kong in 7½ days from Singapore, with the weather usual to the season.

On the 1st of November H.M. gun-boats *Algerine*, *Bouncer*, and *Janus* left this port and proceeded to Cupchi Point, for the purpose of demanding restitution from some villages in the neighbourhood, for a registered Hong Kong junk, which had been stranded there in consequence of her cables being cut by the villagers, and the cargo afterwards plundered. The junk had a valuable cargo and a great number of passengers, who had a considerable amount of treasure with them, and the whole junk and cargo were valued at $30,000.

The gunboats found on arrival that the junk had been completely destroyed by the inhabitants of the villages, which were pointed out, and found to be both large and populous; application was made in the first place to the mandarin of the district, who, however, said he was utterly powerless to protect British property, or in fact do anything with these piratical villages. These places were next visited and an attempt was made to open negotiations with the inhabitants, but without success. It was proved that these were undoubtedly the guilty parties by portions of the junk and property being found in various houses, and as the people seemed determined to refuse all settlement of the claims against them, parties were landed for the purpose of securing the principal men of each village. This was effectually done in seven instances, but in two places the villagers opened fire on the landing party with gingalls and spears, without, however, doing any injury, and they were quickly driven back, and their haunts levelled with the ground, as was also done in another instance, where the head men had effected their escape. The others then seemed willing to come to terms, and agreed to make up among themselves the required sum. The *Algerine* returned on the 17th Nov. with a portion of this, while the *Bouncer* and *Janus* remain to collect the remainder, keeping the head men prisoners until it is paid.

The two notorious pirates known as Tah-poh-chi and Sing-woh, who have been detained for the past two months in order that the necessary witnesses against them might be procured, were brought up on remand on the 22nd Nov. before Mr. Goodlake. Inspector Daly stated that, although he had made every effort, and had gone to several places to procure the witnesses, he had not as yet been able to collect them—they refused, in fact, to come forward. However, Mr. Deane had now a gunboat placed at his service for this especial purpose, and if ever there was to be a case against the prisoners it would be ready on the Monday following. Under these circumstances, and as the prisoners were such well-known characters (there being somewhere about six cases of piracy and murder against one of them), his Worship granted the further remand, and H.M.'s gunboat *Drake* left the harbour on this errand.

About seven o'clock on the 24th Nov. (Sunday) a fire broke out in some bamboo scaffolding covered with mats, surrounding the Royal Artillery barracks, but was quickly extinguished by the assistance of three fire-engines, which were all on the spot in less than five minutes, and the damage was confined to the destruction of a few bamboo poles and mats.

It is an odd coincidence that the fire by which so large a quantity of cotton was destroyed should have occurred simultaneously with the combination among the Chinese to refrain from purchases of that article. Messrs. Oliphant and Co.'s Circular has the following on this subject:—"Business of all kinds has been very dull throughout the fortnight, the uncertainty as to the action of the Cotton Guild, and as to the effect of that action upon other branches of trade, tending to make native merchants still less inclined to enter into operations of any magnitude, and adding to the depression already existing. It is now asserted that, within the past few days, those merchants who at first were reluctant to enter into the combination have given in their adherence, and that after the 1st proximo no purchases of cotton for the Canton market will be made at this port. The Mandarins at Canton are said to have brought a deal of pressure to bear on the subject, and the reduction in 'squeezes' promised by them to be made, in the event of this movement being successful, has aided materially in bringing about the desired result, while the dislike to the Stamp Act has also had its effect. Other branches of trade are expected by the natives to follow that in cotton, and eventually lead to a large increase in the trade of Canton.

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Foreigners generally are not disposed to take the same view of the matter, though some of the Parsee and Armenian houses are making arrangements for opening branch establishments at Canton." Some further particulars will be found in our Commercial Report.

No. 10 of *Notes and Queries on China and Japan*, is remarkable for "a short vocabulary of the Mongolian language in the dialect chiefly used on the northern borders of China,"—by the Editor. This number also contains interesting notes and queries on the Habka Chinese; Chinese works of fiction; Chinese dentistry; puppet-shows; tobacco; female dress, &c.

The Rev. Mr. Wilson, having resigned his appointment as Colonial Chaplain, returned to England by last mail. His successor *pro tem.* is the Rev. John Kingston, late of the *Pearl*, who has recently been appointed Chaplain of H.M.S. *Melville*. Mr. Kingston was, we believe, formerly Rector of Cattistock, in Dorsetshire, and for some time Domestic Chaplain to H.M. the late King of Hanover. With our present energetic Bishop his duties are likely to be light.

The steamer *Far East* arrived on the 23rd Nov., having left Singapore on the 9th and Labuan on the 15th.

The ocean race for the Douglas Cup resulted in the *Mayflower* being again the winner. She had a very close run with the *Heather Belle*, and only beat the latter by one minute of time. The winning yachts got in about six in the morning, having had light weather throughout the entire race, and during a good portion of the afternoon were lying becalmed in the vicinity of Lin-tin island. The *Zephyr* returned, having abandoned the race at nightfall.

Two shipping cases of an interesting nature are reported:—

On the 25th November Captain Gronnebeck, of the Prussian barque *Otto*, was summoned by Mr. Daly, Inspector of Water Police, for a breach of the Chinese Passenger Act of 1855, in clearing for a voyage of more than seven days' duration with more than twenty passengers on board, having received no certificate from the Emigration officer. Inspector Daly stated that he went in company with a boarding officer attached to the harbourmaster's department, on board the *Otto*, then getting under weigh. The boarding officer asked the captain how many passengers he had on board, and he replied eighteen, and that they were now all on board. Witness left the boarding officer on the *Otto*, and went towards Green Island, where he fell in with a large Hakkow-boat containing forty-three Chinese, male and female, who, on being questioned, said they were passengers for the *Otto*, and handed a paper (produced) which proved to be a passage ticket for twenty-four Chinese to Singapore signed by Messrs. Wm. Pustau and Co., agents for the *Otto*, and dated November 12th. Witness then returned on board the *Otto*, which vessel was by this time near Green Island, and the passengers then on board were mustered, and there were found to be twenty adults and five children. The boarding officer then ordered the anchor to be let go, and witness took charge of the vessel. Mr. Caldwell argued that the *Otto* had not actually cleared and proceeded on her voyage; that more than the authorised 20 men were not actually on board when she was proceeding to sea, and the offence was not completed. The captain, for instance, might not have taken these men on board from the Hakkow boat; and, further, it was not before his Worship that the defendant had any guilty knowledge of the affair, and that in this instance the captain was not bound by the acts of his agents. The Magistrate considered that the whole case indicated a knowledge by the captain of the transaction. Besides, the captain was bound by the acts of his agents, whom he authorised to act for him, and it was absurd to suppose that Messrs. Pustau and Co. did not understand the regulations with reference to emigration. Defendant and his agents appeared to have been working in direct defiance of the law, and he could do nothing else than inflict the full penalty of £100.

In the Supreme Court in Admiralty, the case of the ship *Isca*, long lain dormant, was heard on the 23rd of November. It may be remembered that this vessel, while on a voyage from Rangoon to Hong Kong, put into Singapore for repairs, the cost of which summed up to about $7,000. To meet this outlay the Captain gave a bottomry bond on the vessel, freight, and cargo (which latter belonged to Messrs. Camajee and Co.), without previously communicating with his agents as to the advisability of such a step. When the vessel arrived in Hong Kong, she was sold for $3,000 or $4,000; and a suit was commenced by Messrs. Camajee and Co. on the one hand, and the bondholders' agent on the other. At the former stage of the hearing Mr. Pollard, Q.C., obtained leave to send a commission to Singapore to report upon the repairs effected upon the ship; and as the result of this commission has been arrived at, the case came again before the Court. Mr. Whyte, instructed by Mr. Gaskell, appeared for the promovents; and the Attorney-General, instructed by Mr. H. Caldwell, was for the impugnants. The case was one in which the general public would not feel great interest; but mercantile and commercial men will be interested in the question at issue, viz., the discretionary power vested in a shipmaster to give bottomry bonds on his owners property, or on that of charterers, when lying in a port where communication with those interested might secure advice and instructions from those more immediately concerned. The decision of the Chief Justice in this case has been postponed.

The *China Mail* has the following items relating to the Union Dock Company:—

A number of the shareholders of the Union Dock Company went over in the *Little Orphan*, on the 16th November, at the invitation of the company to inspect the new works at Kowloon. The granite flooring is laid over two-thirds and at least one-half the dock, two courses of the granite sides have been laid, and in places a few stones of the third course have been placed. The pier-heads have been commenced on both sides, and appear to be in a forward condition. A greater portion of the inner coffer dam has been removed, and at this stage there is a dead halt. We understan the caisson is completed, and only waits for its resting place in the pier heads to be made ready. One of the blocks of the granite flooring has been removed for the purpose of seeing the condition of the concrete under it. This stone was so firmly imbedded that it had to be broken in five pieces before it could be got out and the concrete under it now appears to be quite as hard as the stone that was resting upon it.

On the 18th a meeting of the shareholders was held, when a long discussion ensued with regard to the disputes among the shareholders upon the system which has been followed in the construction of the dock. The following resolution was moved by Mr. Sage:—"Resolved that the directors be authorised to have the contract for the construction of the Kowloon dock carried out as commenced, with the same materials, and under the superintendence of the same engineers; and that they oblige the contractor to employ as many men in the prosecution of the work as can be advantageously employed." This resolution having been seconded and carried by a large majority, the meeting was dissolved.

The *China Mail* has the following mysterious paragraph:—

We learn that the family of the late Colonel Klezkowski, of Amoy, who have been waiting since August for a moral compensation on behalf of the deceased, have obtained their desire to the fullest extent. The family, we are informed, never sought or asked for pecuniary compensation, as it was publicly asserted they had done. The affair caused some excitement at Peking. We shall probably be able to furnish more particulars shortly.

The Pacific Mail Company's steamer *China* was announced to leave on the 26th Nov. Her arrival from San Francisco on the 14th was announced in our last. The following notice has been issued by the Postmaster:—

Intimation having been received that a Postal Convention, entered into by the Colonial Government and the Postmaster-General of the United States of America, regulating the conveyance of Mails by the Packets of the Pacific Mail Steamship Company between Hong Kong and Yokohama and San Francisco, although not formally ratified in the United States for want of time, will be acted upon in the United States of America on the receipt of the Mails to be despatched from Hong Kong by the Company's steamer *China*, on the 26th Nov., it is hereby notified for general information that correspondence, the postage on which has been prepaid at this office by means of the postage stamps of this colony, will be delivered free of charge in the United States henceforward.—F. W. MITCHELL.

The following is the reply of the Governor to the remonstrances on the Praya question:—

HONG KONG, Nov. 19, 1867.

GENTLEMEN,—1. I am directed to inform you that his Excellency Sir Richard Graves MacDonnell duly received from me the letter addressed to him on behalf of yourselves and others, dated the 29th ultimo, and handed to me on the 2nd inst.

2. The Governor had hoped you could have strengthened his hands and assisted him to relieve you as much as possible of your obligation to repair the damage done to so important a work as the sea-wall opposite your lots. His Excellency, therefore, learned with much disappointment that, so far from complying with the invitation contained in my circular letter of the 26th to confer with myself and the Surveyor-General on the 2nd inst. "with a view to making suggestions" for some combined action on the part of the Government and the marine lotholders, you thought it right before meeting us to draw up a letter repudiating all intention to listen to any proposals of the Government for joining in the expense of the contemplated work. Such a procedure completely ignored the invitation of the Governor to confer with representatives of the Governor before adopting a decision.

3. Sufficient time has now elapsed to enable the marine lotholders to reconsider the position which they have taken up in a manner so needlessly abrupt, whatever may be the nature of their rights. As, however, no further communication has been received from you, his Excellency reluctantly concludes there is no chance of your assisting voluntarily. He has, therefore, instructed the Acting Attorney-General to institute proceedings in the least vexatious manner possible for the purpose of obtaining from the Supreme Court a decision as to the amount and nature of your liability in reference to repairs in question. Such knowledge is in any case essential to those who are only acting as agents for absent proprietors, and whose expenditure must be limited by their legal liabilities.

4. If those repairs are thrown entirely on the colony, his Excellency fears that the magnitude of the undertaking will render it impossible, without increased taxation, to meet the expenses, because the liabilities of the colony quite preclude his sanctioning any contract for a work sufficiently strong to resist the typhoons which annually recur, and obviously no other description of work should be undertaken.

5. On the other hand, if it be decided that the marine lotholders are liable for repairs, his Excellency will be compelled to enforce the obligation, though he would much have preferred assisting you to discharge it by such contribution from colonial funds as might have been sanctioned by Her Majesty's Secretary of State, if there had been any disposition to co-operate exhibited by the lot holders mainly interested.

6. Irrespective, however, of any decision of the Supreme Court as to your mere legal obligations, his Excellency sees nothing in your communication of the 29th ultimo, or in previous correspondence, to induce him to regard the marine lotholders as having yet fulfilled the original obligation, in consideration of which they received an equivalent either in remission of premiums or reduction of old rates. The construction of an insufficient wall has not morally cleared that obligation, nor would the mere fact of an inadequate wall having been constructed at a cheap rate without protest by the Surveyor-General terminate it. The actual test of experience could alone determine the sufficiency of such a work, though the tacit acquiescence of the Government might furnish an equitable claim

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to the assistance recently offered by the governor from public funds towards the complete fulfilment of your original agreement.

7. His Excellency admits that equitable claim, and even goes further, for he does not hesitate to affirm that in any future undertaking on a sufficient scale—whether at the sole expense of the marine lotholders or at the joint expense of those parties and the Government—he considers it expedient for the purpose of preventing future disputes to throw on the local Governments the entire charge and cost of all subsequent repairs, though he considers that no such obligation has yet devolved on the Government, in consideration of the inadequate work on which the security of the Praya has hitherto been left to depend.

8. It may be true that some of the marine lotholders are only under similar obligation to that affecting the general body of lotholders, viz., to repair roads in the vicinity of their lots. The latter, however, have received no pecuniary consideration for doing so, as is the case with the marine lotholders. Secondly, repairs of other roads do not involve an expenditure of such magnitude as those of the sea-wall, which maintains the roadway of the Praya. Hence no occasion has hitherto arisen for enforcing similar obligations elsewhere, and for these reasons no parallel can be fairly instituted between the cases.

9. I am further instructed to add that, if the marine lotholders had by their co-operation assisted his Excellency in his effort to divert to so useful a work a portion of the funds which must now be almost immediately remitted to meet long standing liabilities of the colony, he would have gladly considered the expediency of granting to each lotholder the privilege of creating for his sole use and benefit a pier opposite to his lot.

10. Unfortunately, however, the action taken by the lotholders has quite precluded his Excellency from carrying out his object, which was simply to afford the marine lotholders every legitimate assistance, and to do so in any way not wholly inconsistent with the means of the colony and the instructions which he had received.—I have the honour to be, &c.,

(Signed) CECIL C. SMITH,
Acting Colonial Secretary.

To Messrs. Jardine, Matheson and Co. and Others.

COCHIN CHINA.

The promise on the part of our Government to appoint a Consul at Saigon is not before it is required. In addition to the large number of English vessels engaged in the traffic to China, &c., several have loaded direct for England and the Continent; the total quantity of rice now on the way from Saigon to Europe being nearly 11,000 tons.

SIAM.

The *Siam Weekly Monitor* says:—"The 63rd anniversary of the birth of his Majesty the King of Siam occurred on the 18th October, and was made a festival occasion in the royal palace for great numbers of his Majesty's princes, nobles, and lords, and about a dozen Europeans and Americans, whom the King was pleased to honour as being either directly or indirectly engaged in the royal service. This small select company of foreigners was a very remarkable departure from his Majesty's custom for his birthday parties on all previous occasions The custom has been to invite most of the missionaries, both Catholic and Protestant, together with all the official representatives of Western nations, and all foreigners holding office under the Siamese Government. The reason why this remarkable innovation was made this year, as stated by his Majesty on this occasion, was substantially that some of the Consuls had such a regard for their station and rank that they were not happy in being seated at the same table with missionaries and merchants, and that some of the merchants, on the other hand, being conscious of possessing as much real worth of character and personal importance as their fellow guests the Consuls, would not brook the idea of being seated at a table of a lower grade than they, and that in consequence of this state of feeling his Majesty, having by several years' experience found it beyond his power to please the majority of his foreign guests at his birthday dinner parties, determined to invite none this year but such as are in some sense his own *employés*."

Much interest, we learn, has been excited in Bangkok by proceedings arising out of a collision case. It appears that a lorcha belonging to Messrs. Markwald and Co., of Bangkok, was run down while at anchor by a native vessel, from whose owner, one Poh Yim, Messrs. Markwald and Co. claimed compensation. He, however, refused to entertain it, and even brought a counter claim against Messrs. Markwald. Subsequently, by mutual agreement, the case was referred to a court composed of the harbour-master, assisted by two shipmasters, one of the latter being selected by each party; both undertaking to abide by the decision thus obtained. Judgment was given clearly and decidedly in favour of Messrs. Markwald; whereupon, in defiance of his pledge to the contrary, Poh Yim appealed to the Siamese Government. The case was accordingly again tried in a native court, and (in the absence of Messrs. Markwald, who naturally refused to attend) the former decision reversed. The injustice of this proceeding is loudly complained of, and we understand the aid of the commander of the Prussian corvette *Vineta* will be invoked to procure redress. The *Vineta* is expected at Bangkok very shortly.

Monsieur de Bellecour has arrived at Bangkok to exchange ratifications of the Convention regarding the boundaries of Cambodia and Siam, concluded in Paris last July, by Phya Surawong, the Siamese special Envoy to the French Court; and also to endeavour to settle the long pending liquor question. The Governor of Macao is also here on a visit to the King of Siam.

Hitherto, vessels entering the Menam have been obliged to anchor at Paknam, at the mouth of the river, and there land all guns, ammunition, &c., they might have on board, in many cases a tedious and vexatious restriction. From the 1st of January, 1868, this regulation is rescinded, as far as guns are concerned, and ammunition alone has to be discharged, which is a decided improvement on the old system.

The *Kestrel*, *Helena*, *Donner*, and *Theresa* had sailed for Europe, and the following were under charter to load—*Emmanuel*, *Lammermuir*, *Drache*, *Kirkland*, *Maori*, and *Racer*.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates from this port are to the 4th December. The outward mail of Oct. 26 was some days overdue.

The colonial steamer *Pehio* was under orders for Penang, for the purpose of bringing the Acting Chief Justice to Singapore, after which H.E. the Governor and suite will proceed in her to Penang, where he is expected to remain for some time.

H. M.'s surveying vessel *Rifleman* returned to this port on the 30th Nov. from Rhio Straits, Captain Reed and officers having completed the survey of that important thoroughfare for shipping. The Dutch Government have, with commendable liberality in the interests of navigation, gone to great expense in placing iron beacons and buoys on the most prominent dangers, the most important of which are, a screw pile beacon on the north end of the great Pan reef and an iron nun buoy on the south end; an iron nun buoy is also moored on the little Pan reef. The results of the *Rifleman's* survey, together with an account of the exact positions of the various beacons and buoys, will, we understand, be shortly published for the information of the public.

The opium and spirit farms have been purchased by the Kongsi which is represented by Cheang Hong Lim. The *Singapore Daily Times* says, "The Colonial Administration may be congratulated upon the result of the sale of the revenue farms on Saturday last, by which no less an increase than $6,650 per month, or $79,800 per annum has been obtained. There can be no question whatever but that the system of tender is infinitely more advantageous than that of open auction, and it may be doubted whether a result such as that now obtained could have been secured unless the new system had been adopted. The great increase is upon the two large farms of opium and spirits which have been held for the last four years at the rentals of $25,000 and $7,000 per month respectively, and which are now sold for the period of three years from the 1st proximo—at the rentals of $30,050 for the opium farm and $9,000 for the spirit farm. These two alone show a monthly increase of $7,050, but this is reduced to $6,650 from a slight falling off in the pawnbrokers and toddy and bhang farms."

With reference to the present system of Government, the *Daily Times* says:—"We think it is much to be regretted that the practice observed here while the Settlement was a dependency of India, of publishing all the drafts of proposed laws in the *Official Gazette*, should have been discontinued by the present Government. This previous publication takes place, not only in India, but in Hong Kong, Ceylon, and other colonies. The furnishing of drafts to the unofficial members and to the press does not obviate the injustice to the public, as their circulation is necessarily limited and made dependent on the caprice of a few individuals. We think, moreover, that an interval of at least one month should elapse, except in cases of great emergency, between the publication of drafts in the *Official Gazette* and their final discussion in Council."

The following notification has been published in a *Government Gazette Extraordinary*:—"The following orders of the Governor in Council were directed to be published in the *Government Gazette*:—Whereas by Section 48 of Act 26 of 1867, entitled, 'An Act to amend the Law relating to Stamp Duties,'

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it is provided that the Act shall come into operation on such day as shall be fixed by the Governor in Council, it is hereby ordered by the Governor in Council that the said Act 26 of 1867 do come into operation in all the settlements of the colony on the 1st day of January, 1868."

The *Free Press* announces the death of Mr. H. J. Leynard, of Malacca. The deceased was head clerk in the Land Office there, and committed suicide by drowning. He had been a long time in Government employ and was much respected. He had received, we are informed, if not a reprimand, at all events an intimation of the displeasure of the Lieutenant-Governor, and this preying on his mind led him to commit the rash act.

A very general grumbling is now current at the extravagance of the Government It appears that the steamer *Peiho* is to be retained for local purposes, as the Home Government has not sanctioned the building of another in England, and has, moreover, enjoined the Governor to use every economy. There is, therefore, no chance of the official salaries being increased.

The new Governor of Labuan, Pope Hennessy, was safely landed at that place, and H.M.S. *Zebra* returned with dates to 26th November. By next mail we may expect some account of the condition of the island, and its coal mines, from the new Governor's pen.

The following on the manner in which appointments have been conferred is from the *Free Press* :—

The report as to the appointment of Colonel Macpherson to the second clerkship's office in the Treasury appears to have been correct, and the *Daily Times* offers a weak apology for the gross breach of the rules of fair play the appointment of the Colonial Secretary's son to this office is. Because it is necessary to introduce fresh blood into the departments it is not necessary to do so in the way the Governor apparently is determined to adopt—that is to fill the first-class vacancies with his own relations and the second-class ones with the kith and kin of his subordinate heads of departments. If so we shall be able to show in the Straits an official family party that no other colony can.

The defence made by the *Times* is so evidently an unwilling one—made so palpably against the grain—that we wonder at its appearance in our neighbour's columns. The whole gist of the argument it propounds is, that the "state of the generality of the Government offices is not efficient," and that it is "scarcely desirable" a young European should enter the service upon the same "footing] as the country-born youth of the place." To cure this a system of nepotism is to be introduced of the most flagrant description. If the officials in Government employ cannot or will not do their work properly let the Governor follow the same plan a merchant in the Square would do with his clerks under similar circumstances—get rid of all those that are inefficient and appoint others in their room who are efficient; but to advance the alleged inefficiency in palliation of an appointment savouring of impropriety is absurd. The desirability of placing a "young European gentleman" on the same footing as that of a country-born may be unpleasant to those who would wish to make the colonial service a genteel pauperism; but those who would desire to have the service really effective will be indifferent as to whether the officers forming it are European or country-born. This question could only have entered the mind to propose of some one who has a European relation nearly out of his teens to provide for, and who hopes to do so by foisting him on the public in the way we have had an instance or two of lately, and which have caused such comment. That the appointment in question is open to objection the attempt made in the *Times* to defend it proves. It it was right there would have been no necessity for an explanation upon the point. It is a bad omen for the future that the defence put forth in this instance should so signally fail. It proves that the public instinct was right which at first formed the impression that the new Governor would not give satisfaction. As yet his Excellency has not done so, and he will never do so if he calls forth those prejudices of race which the defence in the *Times* of the appointment of the Colonial Secretary's son to the Treasury clerkship is likely to do; if the "blue blood" of the European is to be deemed the emblem of colonial aristocracy, and the passport to Colonial office ever the claims of those who, better bred by descent from fathers who entered the Royal and Company's services at a time when none but gentlemen could do so, are in every other way better fitted for office.

PENANG.

From this port we have advices, *via* Singapore, to the 27th November. There is no local news of importance, but the subject of Dutch encroachments in Sumatra has been revived, and is thus alluded to by the *Penang Gazette* :—

"That the Dutch have made and are making encroachments on the east coast contrary to treaty is easy to prove; that they are well aware of the great importance of the pepper trade from the ports on that coast is certain, and no one can blame them for endeavouring to get possession of them, and have them under their own rule, and the trade in their own hands. All that is very well for their interests, but the Straits have just as great a stake in this matter as the Dutch, and our Straits Government has a right to object to measures which will eventually entail a great loss to these settlements. We want to have a free and unrestricted trade with these ports as has been secured us by treaty, and we should indeed be sorry to see the Singapore and Penang merchants revert into a state of apathy in regard to their own interests, which we are sorry to say is too common here, and leave the Dutch to reap the benefits which will assuredly result if immediate and active means are not taken to prevail on our Government to interfere. The Singapore and Penang merchants, therefore, should turn their attention from ordinary local matters to this question, which is of such vital importance to our trade, and as speedily as possible furnish the Government with such facts as they know on the subject of the Dutch encroachments, so as to enable the Government to deal with it in a proper spirit. Lord Stanley is not the man to submit quietly to any infringement of our treaties, and his Excellency the Governor will, we have little doubt, do his utmost for the prosperity of the settlements under his directorship. In an early issue we purpose to lay before our readers as complete a review of the Dutch encroachments as lies in our power, and to consider the question *de novo*."

The settlement of the Siam and Tenasserim frontier has been completed. Lieutenant Bagge has been authorised to proceed to Bangkok to have it confirmed and ratified.

The King of Burmah has assented to the despatch of an exploring party to Western China, *via* Bharno, and has issued an edict to give it every assistance. Captain Sladen is appointed leader of the party.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BENNETT—On the 9th Nov., at Shanghai, the wife of G. W. Bennett of a son, stillborn.
BURN—On the — Nov., at Singapore, the wife of Lieut. H. Burn, Master Attendant, of twins, a girl and a boy.
DAVIDSON—On the 2nd Jan., at 18, Westbourne-terrace-road, Hyde-park, the wife of —W. M. Davidson, Esq., of a son.
D'SOUZA—On the 30th Nov. at Singapore, the wife of Mr. G. R. D'Souza, of a daughter.
EDKINS—On Oct. 3rd, at Peking, the wife of the Rev. J. Edkins, of a son.
GODDARD—On the 11th Nov., at Tientsin, the wife of J. B. Goddard, H.B.M. Vice-Consul at Taku, of a son.
HARBIN—On the 2nd Dec., at Singapore, the wife of C. O. Harbin, Esq., of a daughter.
THOMAS—On the 23rd Nov., at Shameen, Canton, the wife of Thomas Thomas, of a daughter.
WATSON On the 28th Dec., at 35, Norland-square, Notting-hill, the wife of A. Watson, Esq., of the Chartered Bank I.A.C., Rangoon, of a daughter.

MARRIAGE.

HANSCHILD—GANTSCHOW.—On the 27th Nov., at Singapore, by the Rev. C. J. Waterhouse, Louis Hanschild, of Saigon, to Sophie, only daughter of Capt. Gantschow, of Hamburg.

DEATHS.

GUNN—On the 8th Nov., at Saigon, Mr. John Gunn, late of Bangkok.
HANSEN—On the — Nov., at Singapore, Robert Adolphus, the infant son of J. F. Hansen, Esq., aged 2 months and 4 days.
LACEY—On the 28th Dec., at Wellington-street, Southwark, Blanche, daughter of John Lacey, Esq., aged 6 months.
LAMB—On the 1st Dec., at Singapore, Mr. John D. Lamb, late Accountant of the Chartered Mercantile Bank of India, London, and China, Penang.
LEYNARD—On the 13th Nov. at Malacca, Mr. Henry John Leynard.
WATKINS—On the 14th Nov., at sea, on board the P.M.S.N. Co.'s str. Costa Rica, James T. Watkins, Esq., Senior Captain in the P.M.S.S. service, aged 59 years.

Commercial Report.

CHINA AND JAPAN IMPORTS.

SHANGHAI.—Cotton Goods: Business in these goods has been of a very retail character, demand being very limited; we quote Grey Shirtings, 6¼ catty, Eagle chop, tls. 2.6 to 2.6.2. White Shirtings, 56 reed tls 2.2 to 2.3; 60 reed, tls. 2.3.5 to 2.4. Woollens have been neglected; there has, however, been a slight inquiry for Camlets at reduced rates. We quote, Spanish Stripes, tls. 0.6.4 to 0.6.7. per yard; Long Ells, HH Scarlet, tls. 7 nominal; Camlets, SS. tls. 12 to 12.5 per piece.

HONG KONG.—We have to report an entire absence of activity in all branches of trade, owing in a great measure to the causes referred to in our last. The terms of the resolution of the Cotton Guild have become known, and are to the effect that any member making purchases of either Cotton or Yarn, shall be fined $10 per bale for the former, and $20 per bale for the latter. The local Government has been in communication with the Viceroy of Canton in relation to this matter, and it is reported that the latter has promised to issue an edict imposing severe penalties in the event of the Cotton Guild endeavouring to carry out its resolution. In the uncertainty which exists native merchants are averse to entering into new transactions of any magnitude, but should the combination be broken up we may look for more activity. Raw Cotton has been very sparingly dealt in, sales amounting to less than 2,000 bales, and prices have declined about $1 per picul. Cotton Yarn has been almost entirely neglected, and sales could only be made at a reduction from last quotations. Trifling transactions in Grey Shirtings, T-Cloths and English Drills are reported at unchanged prices, holders being firm in view of the small stocks, and advices of an advance in home markets. Woollens are very dull. Metals.—Iron, of all kinds, remains firm. Lead is quiet. Tin not inquired for, and a little easier. Quicksilver steady. Coal commands former prices.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—Settlements have amounted to about 6,000 piculs. Receipts have been unusually large, and stock amounts to 5,000 to 7,000 piculs, consisting mainly of grades below good medium. Fine grades have been in demand, and maintain their value, but medium and good medium kinds are $1 to $1.50 lower. The Swanley, for New York, was ready for sea, and the Anazi, Chrysolite, and Benefactor were loading for the same port. There was no vessel on the berth for London.

SHANGHAI.—Black Teas: Six chops of fair medium tea were settled by one buyer on the 9th Nov. at taels 18.5.0 to 20.5.0, but beyond this

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scarcely any business has been done. Settlements and reshipments since the 8th Nov., about 3,800 chests. Green Teas: A good business has been transacted at rates showing no material change from our last quotations. Settlements amount to 37,500 half-chests, and reshipments to 6,000 half-chests. The stock was estimated at about 40,000 half-chests. Country Teas, exclusive of a few parcels of Pingsuey and Shanghai-packed Tea, were being placed on offer at the date of the mail's departure.

FOOCHOW.—A moderate business has been done in Congous for Australia at about previous quotations, but there has been comparatively little demand for England, buyers generally holding off for a reduction in prices. The stock amounts to about 61,000 chests. A few chops of Oolongs have been taken for America at taels 18.8 to 26.8 o.b. for common Foochow-packed to superior cargo. Stock has been increased to about 34,000 half chests, and it is estimated that the season's supply will be, at least, 10,000 half-chests in excess of the previous year.

AMOY.—Settlements of tea have been very trifling, and teamen would accept prices about $2 per picul under the highest point, while a further reduction is extremely probable. The Golden State sailed for New York on the 18th of November, with 94,885 lbs. Congou and Souchong, and 650,378 lbs Ooloong.

CANTON.—Since our last report a limited amount of business has been transacted. Country Congous: Receipts for this season amount to only 12,300 chests, against 29,500 chests at same date of 1866. The stock is 5 840 chests, and another half-chop is reported to be near at hand. Holders are very firm, demanding prices much above the views of foreigners, and until they become more reasonable we do not expect to have any transactions to report. Canton-made Teas: 1,500 boxes district Congou have found a buyer at from tls. 21 to 28; 3 200 boxes Scented Orange Pekoes have been taken at from tls. 18½ to 34½, and about 3,000 boxes Caper at from tls. 16 to 30. We quote no change in prices. Stocks are much reduced, especially of finest to choice parcels, and any competition on the part of foreigners would strengthen prices for the remaining stock. There has been a moderate request for Gunpowder, and 2,400 boxes have been taken at tls. 11½ to 18.

SILK.

YOKOHAMA.—Advices from home markets continue to be discouraging, and settlements have been limited, amounting to but about 350 piculs of all sorts. Oshio is very firmly held, but prices of Mybash and Koshiu show a further fall of $10 to 30 per picul. Arrivals have been in excess of settlements, and stock is estimated at 1,200 to 1,500 piculs.

SHANGHAI.—Since our last report the Silk Market has been quiet. The high rates at which supplies from the interior have been laid down at Shanghai have prevented holders from showing any great anxiety to realise except at former rates, while, on the other hand, the latest telegraphic advices from Europe are not of a nature to encourage buyers. Settlements amount to only 1,100 bales, and prices show scarcely any alteration from last quotations. Stock was about 3,000 bales.

CANTON.—We can learn of no transactions since departure of the English mail, and we think that buying has very nearly come to an end for this season. We cannot quote prices as being any higher, but holders are much firmer and apparently not over anxious to dispose of their stock at the ruling rates.

LIST OF SILK SHIPPERS FROM SHANGHAI; JUNE 1 TO OCTOBER 28, 1867.

(Southampton and Marseilles.)

Adamson, W. R. & Co.	963	Milsom & Tod	651
Barnet, Geo., & Co.	996	Nachtrieb, A. & Co.	30
Birley, Worthington, & Co.	290	Olyphant & Co.	—
Blain, Tate, & Co.	—	Overweg & Co.	400
Borneo Co. (Limited)	—	Petrocochino & Co.	165
Bourjau, Hubener, & Co.	328	Pustau, Wm., & Co.	573
Bovet Bros. & Co.	419	Primrose & Co.	624
Bower, Hanbury, & Co.	2,806	Reiss & Co.	354
Bradwell, Bloor, & Co.	—	Reme & Co.	59
Brand, Monro, & Co.	2,098	Rothwell, Love, & Co.	10
Carter & Co.	1,379	Russell & Co.	818
Chapman, King, & Co.	127	Sassoon, David, Sons, & Co.	642
Courts & Co.	—	Scheibler Matthai & Co.	1,058
Cumine & Co.	167	Shaw Bros. & Co.	477
Dow & Co. & J. H. Wright	630	Siemssen & Co.	355
Gamwell, F. R.	603	Skeggs & Co.	523
Gibb, Livingston, & Co.	783	Smith, J. M., & Co.	80
Gilman & Co.	1,058	Textor & Co.	1,133
Glover & Co.	—	Theric & Co.	70
Gutschow & Co.	203	Thorne, Bros., & Co.	—
Heard, Augustine, & Co.	377	Trautmann & Co.	190
Hogg Bros.	737	Turner & Co.	—
Holdsworth, E.	10	Wilkinson, Alfred, & Co.	—
Holliday, Wise, & Co.	191	White, F. G.	63
Jardine, Matheson, & Co.	517	Miscellaneous	627
Jarvie, John, & Co.	286		
Meynard & Co.	112	Total bales	24,148

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867 68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales
From June 1 to Oct. 31, 1867	294506	42319808	33497599		8601744	84703657	28625
Corresponding period last season	215167	41081136	33072224		9169323	83537850	22616

SHIPMENTS SINCE.

	Ship.	From		
Nov. 1	Orissa (ml. str.)	Shanghai, &c.	—	1,486
— 1	Laurel	Foochow	895,900	
— 5	Hotspur	do.	799,100	
— 6	Zodiac	Shanghai	542,748	
— 7	Chetah	Canton	852,200	
— 15	Ellora* (ml. str.)	Shanghai, &c.	—	3,537

* The Ellora (ml. str.) also brought 43 cases silk for Southampton, and 543 boxes silkworms' eggs for Marseilles.

TO UNITED STATES.

		Pcls.
From June 1 to Oct. 31, 1867	12517495	426
Corresponding period last season	10032346	191

SHIPMENTS SINCE.

	Ship.	From		
Oct. 25	Resolute	Shanghai	663,379*	
— 25	Wild Gazelle	do.	488,343*	
— 27	Burnside	do.	455,063*	
— 27	Slomer	do.	515,783*	
— 28	Meteor	Foochow	629,100*	
— 31	Cleta	Amoy	61[illegible],440*	
Nov. 6	Fairleader	Shanghai	564,063	
— 8	Ocean Chief	Foochow	882,200	
— 11	Banian	Amoy	851,908	

* Included in above total.

TO THE CONTINENT

		Bales
From June 1 to Oct. 31, 1867	508186	—
Corresponding period last season	957500	—

SHIPMENTS SINCE.

	Ship.	From.	
Nov. 9	J. H. Schwensen	Foochow	476,900

TO AUSTRALIA.

From June 1 to Oct. 31, 1867	7,668,975 lbs.
Corresponding period last year	7,109,338

SHIPMENTS SINCE.

	Ship.	From.	
Nov. 1	Corypheus	Foochow	337,700
— 11	Eliza Corry	do.	227,600

The present mail brings, per French ml. str. *Imperatrice*:—

	Silk—Bales.	Silkworms' Eggs—Cases.
To Southampton	512	—
To Marseilles	458	471
Total	970	471

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5½d.	4s. 6d.	4s. 6¼d.
Shanghai " "	6s. 0d.	6s. 0¼d.	6s. 0¼d.
Canton " "	4s. 4d.	4s. 4 d.	4s. 4¼d.
Hong Kong " "			
Macao " "			
Singapore " "	4s. 4d.	4s. 4½d.	4s. 4¼d.
Manila " "			

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Nov. 11, Osaka (steamer).

At SHANGHAI.—From Liverpool, Nov. 11, Royal Minstrel; from Newport, Nov. 18, Virgilia.

At HONG KONG.—From London, Nov. 22, Red Riding Hood; 25, Charlotte; from Cardiff, Nov. 24, Hortensia; 24, Tycoon; from Hamburg, 25, Hokuloa.

At SINGAPORE.—From Cardiff, Nov. 23, Nouveau Nomade; 29, Thetis.

DEPARTURES.

From SHANGHAI.—For London, Nov. 13, Minnie; 16, Dilpusund; for New York, 10, Madura; 12, Ensign; 18, Royal Berkshire.

From SINGAPORE.—For Liverpool, Nov. 25, Bothwell Castle.

REPORTS AND CASUALTIES.

HONG KONG.

Report of the SS. Far East to Hong Kong, from Penang and Singapore Nov. 9th, Labuan Nov 15; encountered heavy N.W gales in Palawan passage with a very high confused sea On the night of 20th and 21st, near the Pratas Shoal, had a terrific gale from N.E. with a tremendous high sea breaking over the ship, filling the decks and washing the boxes of many of the deck passengers and everything on deck overboard One Chinese deck passenger was picked up half drowned and died during the night. Lost several sails blown away and two boats.

SINGAPORE.—The British ship Omar Pasha, from Bangkok bound to Hong Kong, when within a day's sail of the latter port, experienced such heavy weather that she was compelled to put back to Singapore. She picked up in the China Sea the captain, mate, and part of the crew of the British barque Bella Donna, from Swansea bound for Hong Kong with a cargo of coal, and which had foundered at sea.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—At Copenhagen, from Rangoon, Ansgar; Jan. 3, at Penzance, from Colombo, Mars.

DEPARTURES.—Dec. 30, from Newport, for Hong Kong, Fredk. Wilhelm; Jan. 1, from Cardiff, for Chefoo, Foldin; for Hong Kong, Dr. Petermann; for Singapore, Baltimore; from Altona, for Singapore, Horazio (?); 1, from Sunderland, for Singapore, Glendoveer; 2, from Cardiff, for Yokohama, Zingra; for Chefoo, Ragna; Dec. 14, from New York, for Hong Kong, Benefactress.

LAID ON.—At London, for Singapore, Meridian; for Yokohama, Gaucho; at Liverpool, for Shanghai, Ocean Empress; at Glasgow, for Singapore, Huntley Castle.

SPOKEN.—Abbotsford, Philippine Islands to London, Dec. 17, 49 N., 9 W.; Piccalos, (?) Picciola, (Lamb.) for Singapore, Nov. 20, 7 N., 28 W.; 3rd d. p. o., 381, London to Shanghai, Dec. 5, 7 N, 29 W: Cosmos, Manila to Falmouth, Dec. 12, 29 N., 39 W.; Maiden Queen, Foochow to London, Dec. 12, 29 N., 42 W.

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NOTICES TO CORRESPONDENTS.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 18th, and 26th, contains a Summary of European, American, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON: SATURDAY, JAN. 4, 1868.

FREEDOM OF THE PRESS AT SINGAPORE.

WE had a short time ago occasion to animadvert upon the extraordinary—if the phrase were not so hackneyed we would say "un-English"—course, adopted by Colonel ORD in excluding the representatives of the press from the meetings of the Legislative Council of the Straits Settlements, and we revert again to the subject because we deem it one of grave importance to all concerned, and to no one more than to the GOVERNOR himself; for certainly, in the age we live in, no British ruler can ever gain the respect or esteem of his fellow citizens if he endeavour to suppress investigation into his public acts. In making the remarks we then did we felt that in advocating the publicity of the debates in the Legislative Council we were merely expressing the common sentiment of all enlightened Englishmen; yet it affords us pleasure to be able to cite so great an authority as the LORD CHIEF JUSTICE on our side. In the case of WASON *v.* WALTER (as proprieter of *The Times*), which was tried a few days ago in the Court of Queen's Bench, his lordship delivered judgment in terms which we commend to the serious perusal of all such as are disposed to quarrel with the institution of the press as a beneficial power in society. The case itself was one of libel, and the questions at issue were these:—Whether the privilege of a member of Parliament to utter in debate injurious expressions concerning others extends to the proprietor of a newspaper in the columns of which a *bona fide* report of such expressions is published? and whether such proprietor or editor has a right to comment editorially upon any public question which is in itself of a libellous nature? The CHIEF JUSTICE directed the jury that in point of law a *bona fide* and truthful report of a debate in Parliament, or of proceedings in a court of justice, is a privileged communication, and one that is not the subject of an action. He also ruled that an editor has a right to comment (in a fair spirit) upon questions of public interest, even when the feelings of individuals may suffer from the discussion of the subject. In delivering judgment his lordship expressed himself as follows as to the value of public reports of the proceedings in Parliament:—"It is "of paramount importance to the public, and not only to the "public but to the other branches of the Legislature—the "House of Lords and the House of Commons—that all their "proceedings should be made publicly known; for by "that means the public are not only instructed and en"lightened in all that relates to the interests of the "country, but that power of public opinion, so valuable in "inspiring a sense of duty and of keeping men, whether dis"charging individually or collectively public functions in the "path of duty, is brought to bear upon them, and there is not "one, from the Sovereign on her throne to the lowest official, "upon whom that influence does not act with a salutary effect. "But it does not rest there. Where would be the confidence "and attachment we now feel for the constitution under which "the Legislature acts, for the Government by whom the affairs "of the country are managed, for the two branches of the "Legislature to whom the interests of the country are com"mitted, if the proceedings of the Houses of Parliament were "not made known to those who are so deeply interested in "them? It seems to me, therefore, to be a matter of abso"lute importance that the proceedings of the two branches of "the Legislature, in which public discussions take place, should "be made generally known."

This we take to be a very excellent exposition of the value of reports of the proceedings of legislative bodies, but as Colonel ORD evidently holds a contrary opinion, it would be highly satisfactory to learn upon what grounds it is founded; more especially as we feel certain that Sir BENSON MAXWELL, the Chief Justice of the Straits Settlements, could not have given his support to this measure. We would also add for the especial benefit of the members of the Legistive Council that holds its sittings at Singapore (who *unanimously* passed the resolution to exclude the representatives of the press) the following expression of opinion of the CHIEF JUSTICE of the Queen's Bench as to the probability of Parliament ever making use of its right to exclude the press from its debates:—"I believe both Houses are actuated by far too noble sentiments "and far too great a regard for the public weal to desire that "their proceedings should not be communicated to the public." . . . "What I say is this, that it is of essential interest "and importance and advantage to the community at large that "proceedings in Parliament should be faithfully reported." In conclusion, we will express a hope that so obnoxious and prejudicial a policy of exclusion as that which now obtains in Singapore will speedily give way to a fairer and more open system; and we suggest that no better or safer guide could be found in such a matter than the principles enunciated in the above quoted judgment of the LORD CHIEF JUSTICE.

THE FORMOSA DIFFICULTY.

THE intelligence received by last mail of the results of General LE GENDRE'S expedition to Formosa must be regarded not only as eminently satisfactory in itself, as promoting both the security of commerce and the spread of humanity, but as infinitely creditable both to the intrepidity and the moderation of the gentleman who so successfully conducted this dangerous enterprise. It would be difficult to say aught in praise of General LE GENDRE that has not already been said by our contemporaries in China; yet we cannot allow the occasion to pass without endorsing the high opinion unanimously expressed of what has been justly termed "a rare combination of firmness "and humanity." For a long time it has been a standing reproach against the Americans that they were ever ready to profit by our successes in China without in any degree contributing towards them; in fact, that they shared every advantage gained by us, while they in no case helped to attain it. But now we have a genuine American triumph to record. General LE GENDRE would have amply earned our thanks had he procured the punishment of these Formosan savages by an American armed force. But he has done better than this. With wonderful tact and firmness, doubtless aided by a keen appreciation of the native character, he actually succeeded in inducing the Chinese authorities to fit out an expedition themselves to punish their lawless subjects. Following the axiom "If you want a thing done, *see* it done," he himself accompanied the expedition, and dictated his terms to the chief of the savage tribes—terms both dignified and moderate, which the islanders, of course, had no alternative but to accept. So, thanks to the U.S. Consul, a promise has been obtained of friendly treatment for all strangers who may in future land, either voluntarily or otherwise, on that hitherto inhospitable shore; a fort has been erected to hold the natives in check, and be a refuge for shipwrecked mariners; and the body of Mrs. Hunt, with some relics of the ill-fated *Rover*, have been recovered. It may be that time will efface this salutary lesson for the minds of the aborigines, and that one of a sterner nature will be needed to produce a permanent impression; but even this will in no way lessen the credit due to General LE GENDRE for the energy and tact he has displayed in this enterprise.

THE NEW HONG KONG ASSOCIATION.

IN forming an "Association for Promoting the Interests of "the Colony," the leading merchants of Hong Kong have taken a step of no little importance, and their future prosperity will depend in great measure on the subsequent development of the idea thus initiated. So long as its proceedings are characterised by caution, moderation, and unanimity, the Association will doubtless have many opportunities of exercising a beneficial influence; but long experience shows that associations or societies organised among a community whose elements are perpetually changing, are apt in course of time either to be entirely diverted from their original purpose, or to perish of inanition. The formation of such a body was not necessary, we should think, for the mere purpose of petitioning Par-

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liament against the military tax. That might have been accomplished by means of a single general meeting of the colonists. The duties of the Association, if it is to be of any real use at all, must embrace a very wide field. China merchants resident in London must be enrolled as members, and a London committee must be appointed to act in concert with that which governs the Association in Hong Kong. This committee should be in constant communication with such members of Parliament as can be induced to take an interest in China affairs, with a view gradually to overcome the intense ignorance regarding them that unfortunately prevails in the House of Commons. And all this must be done quietly and unobtrusively. A too vigorous attempt to cram China down everybody's throat will defeat its own object; and any ill-judged haste or want of unanimity among its members would cover the association with ridicule, and bring the colony into greater disrepute than ever. The *China Punch* has fairly hit one of its weak points, in pointing out the inappropriate choice made of a secretary. It is quite clear that a public journalist, particularly in such a place as Hong Kong, should hold himself clear of any such movement, however excellent its motives; or what becomes of the impartial criticism of the press? The editor of a Hong Kong daily paper seems to us peculiarly ineligible for the post of secretary to such a body.

THE REVISION OF THE CHINA TREATY.

IT is some months since any special allusion was made in these columns to the approaching revision of the Treaty of Tientsin; in fact, we have purposely refrained from any comment upon the memorials drawn up by the merchants of Foochow, Amoy, and Hong Kong, until we had an opportunity of seeing that emanating from Shanghai also. This last having arrived by the mail delivered on the 28th ultimo, we are now in a position to institute a comparison between the views expressed by the residents at each of the chief ports, on the important subject of treaty revision. On some points the various memorials differ widely in spirit; on others they exhibit a remarkable degree of unanimity. All bear the impress of much care and thoughtfulness, and the arguments adduced in support of the claims put forward are, in most cases, clear and logical enough. Collectively, these documents cannot be otherwise than useful to Sir RUTHERFORD ALCOCK in the arduous task that awaits him, however difficult he may find it to give effect to even a tithe of the aspirations embodied in them. The main feature of the Amoy Memorial is a general demand for a lower tariff—a sweeping reduction of import, export, and coasting duties, tonnage dues, &c. The Foochow memorial, also, is little else than a protest against exorbitant transit and coasting duties. The Shanghai Chamber of Commerce enters into a lengthy exposition of the defects in the present treaty, and divides the amendments required into three classes, political, administrative, and judicial; laying more stress on the necessity for a liberal interpretation of existing concessions than on the advantage of pressing for additional ones. In like manner the Hong Kong Chamber reviews the treaty, clause by clause, and shows how a number of its most valuable provisions are rendered virtually inoperative by the "passive resistance" of the native authorities; winding up with an energetic demand for permission to introduce railways and telegraphs into the interior. It would appear that the exigencies of Tape forbade the possibility of any direct communication between the Hong Kong merchants and the Superintendent of (their) Trade; so this memorial has to be addressed to the Colonial Secretary, and sent home to England, in order that it may reach Sir RUTHERFORD ALCOCK'S hands in a sufficiently official and round-about manner. To avoid any further delay from this cause (and probably as a protest against the nuisance) the memorialists request that Sir RUTHERFORD may be instructed to send them copies of any of his despatches in which the document may be referred to direct; but they can hardly expect Government to sanction such a monstrous breach of etiquette, with nothing better than mere common sense to plead in extenuation of it. It is specially worthy of remark at a time like the present that all the memorialists agree in taking a hopeful view of the future of the China trade, provided only that the present opportunity of placing it on a more satisfactory footing, as regards treaty rights, be not neglected.

It is interesting, too, to compare the different views expressed on some of the more important points, such, for instance, as the propriety of opening any new ports. The Hong Kong Chamber avows a wish for another port on the West Coast, in addition to a properly effective opening of Kiung Chow, the port at Hainan, which (like Swatow), although included among the treaty ports, remains virtually closed. This new port is asked for on the somewhat insufficient ground that there is some *promise* of a traffic, which, "if fostered," may in time become considerable! It is admitted that the protection of a gunboat would be necessary; more likely a dozen, we should have thought, to protect a trade carried on by small brigs and schooners, along a coast whose every inlet is a den of pirates. From Amoy we have a proposal to open Wanchew as a treaty port, on the ground that it already possesses a considerable trade, and is too far from Ningpo on the one hand, and Foochow on the other, to be detrimental to either. To this is appended a scheme for "subsidiary ports" to be opened all along the coast, under such regulations as would prevent detriment to vested interests at the treaty ports; that is to say, without expensive Consular, Customs, and mercantile establishments, the necessary forms being gone through at the nearest treaty port. The Foochow memorial suggests that foreign vessels should be allowed to trade at all ports on the coast, under certain regulations, but deprecates the selection of one or two as concessions or settlements on the old plan. Shanghai, mindful of the calamities that followed the opening of Hankow maintains a discreet silence on the subject. The Hong Kong proposal for a West Coast port is far too speculative; and that from Amoy, with its machinery of "subsidiary" ports, does not seem very practical either. The Foochow suggestion, to open all ports, but without any more "concessions" or "settlements" is preferable to either of the other two; but after all we are inclined to think the Shanghai community has shown the greatest wisdom of all, in ignoring the subject of new ports altogether, while energetically advocating the right of travel and residence in the interior. "So long as we are confined to the treaty ports," they justly urge, "it is within the power of the Chinese "officials to tax our trade to any extent they please, and "experience has fully demonstrated that they will not hesitate "to make use of this power. The right of renting land and "houses in the interior would pave the way to the introduction "of railways, and the development of the mineral resources "of China, and your memorialists need scarcely refer to the "important advantages to be derived by all interested in steam "navigation from the efficient working of the coal fields of "China. The recent discoveries of coal mines near Chinkiang, "in a particularly favourable position, gives a practical bearing "to the question. Should Her Majesty's Government not be "of opinion that the treaty will admit of residence in the "interior, it is the earnest hope of your memorialists that "they may consider it advisable to negotiate for this privilege; "or at all events for the right of residence within a fixed "radius, or perhaps two hundred miles from some or all of "the treaty ports." This seems to us to be the soundest possible reasoning. China, in one sense, is like the coal-fields here referred to; we must dig deep to get any good out of either. While wasting our energies in the effort to open more coast ports we are but scratching at the outer crust of the country, when we should be penetrating into its very heart.

The questions of travel and residence in the interior and inland steam navigation, are intimately connected with one another. The Hong Kong memorial, recalling the representations made to H. M.'s Minister by the residents at Kiukiang on the occasion of his recent visit, urge that Article X. of the Treaty requires the addition of a clause permitting steamers to ply on the Poyang Lake, as well as to run on the upper part of the Canton River. The Shanghai memorialists, waiving the question of right to navigate all the rivers of China with large steamers, insist on that of sending small steam cargo boats to convey their own treasure or goods into the interior, and bring down produce. The Chinese have vigorously opposed this innovation, on the grounds that certain classes of the population would be thrown out of employment, and that control over the foreign crews would be impracticable. Any demonstration of the absurdity of this reasoning would be superfluous, and it will, we should think, have no weight at all with Sir RUTHERFORD ALCOCK.

Another subject that is dwelt on at considerable length is the administration of justice in matters wherein both natives and foreigners are concerned. The Hong Kong Memorial protests against the system of stubborn obstructiveness pursued by the subordinate officials stationed at Treaty ports, which

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resolves itself into a systematic evasion of the consideration of important matters brought to their notice by H.M.'s Consuls. This evasion is effected by reference to Peking on some frivolous plea, as a means of gaining time and ultimately tiring out all efforts to obtain justice. This state of things is pointed out as being most injurious to the status of the British Consuls, whose power to protect their countrymen is all but nullified. The Shanghai memorial quotes several instances in which gross injustice has resulted from the bad faith and indifference to right manifested by the Chinese Government; and complains that the "Mixed Court," after being some years in operation, has effected little practical amelioration in this respect. From Hong Kong we have no practical suggestion for a remedy, but from Shanghai we have a proposal (based on the existing Mixed Court), which it is thought would work satisfactorily. One Court, consisting of a junior native magistrate in conjunction with a Consular assistant, would take charge of police cases and civil causes involving sums not exceeding 200 taels. A higher Court, consisting of a native officer specially deputed, in conjunction with a Consular officer, of not lower rank than Vice-Consul or Acting Vice-Consul, would adjudicate suits for sums exceeding 200 taels and not exceeding 3,000 taels—a right of appeal to stand to a superior Court, to be comprised of the Taotai or other native official of similar authority, and the Consul or Acting Consul. This Court to have cognisance of all cases involving claims exceeding 3,000 taels, and appeals from its decisions to be made to the Minister and high authorities at Peking. In all cases the Courts should have power to enforce their decisions, which being duly recorded would speedily form themselves into a code of law applicable to the settlement of all disputes likely to arise in the conduct of mercantile transactions. This is avowedly a very difficult question to deal with, especially as regards mercantile disputes; for no fixed principles of Chinese commercial law are known to exist, and a considerable time must elapse before a collection of precedents can be accumulated such as will be of any practical value. We doubt whether any better scheme could be devised; but any change whatever will be useless unless a firmer determination is evinced by the Minister at Peking to obtain a prompt settlement of claims when they have once been fairly made out.

There are other subjects discussed in these memorials equally deserving of notice, and we shall probably return to them in a future issue.

WE understand that the CAVANAGH Testimonial Committee have arranged with Mr. SIDNEY HODGES to paint the portrait of Major-General CAVANAGH, late Governor of Singapore, and that it will be ready for exhibition in the next year's Academy, after which it will be forwarded to Singapore there to be hung in the Town-hall. We believe that the artist selected is the one who executed the portrait of Rajah Sir JAMES BROOKE and other celebrities. The Testimonial Plate to General CAVANAGH is likely to be presented by a deputation next May.

THE arrangements made some months since by the East India Telegraph Company of New York for the despatch to China of the cable belonging to the Western Union Co.—originally intended for the Russo-American line—have, we regret to say, fallen through. We believe that the directors will renew their efforts to effect the laying of coast lines in China in the approaching spring.

THE HONG KONG STAMP ACT.

WE noticed briefly in our last issue that the managers of the various banks in Hong Kong had memorialised the GOVERNOR with the view of obtaining a reduction of the stamp duty on letters of hypothecation and bank-notes, and that his EXCELLENCY had consented to reduce the former, but declined to alter the latter. It will be seen, however, from the GOVERNOR'S reply to the memorial (the text of which we subjoin) that the paragraph relating to bank-notes does not imply an unqualified refusal to make any alteration, but concedes a present reduction of one-third, suspending further action until more experience has been gained of the general working of the Act:—

GENTLEMEN,—I am desired to inform you in reply to the communication of the 15th ult., that his Excellency has had under anxious consideration the observations with which you favoured him in that communication, as to the undue pressure put by the Stamp Ordinance on letters of hypothecation, and on the bank-notes which you issue, rather, as you state, for the general convenience of the public than any profit derived from them by the banks.

In reference to the first point his Excellency felt that he could at once, without prejudice to the public interests, concede that the amount leviable on temporary loans generally obtained by the hypothecation of documents, themselves stamped, and attached to bills of exchange likewise stamped, was excessive in proportion to other parts of the schedule. The *Government Gazette* will accordingly have already apprised you that his Excellency having recognised the policy of acceding to your wishes on that subject, lost no time in lowering the stamp duty on letters of hypothecation, and he has learned with much pleasure that the duty now fixed is regarded as moderate.

The other question relative to the duty leviable on bank-notes involved many interesting and difficult points, and his Excellency therefore took further time to consider it, but without at present entering into any detailed explanations of the reasons in influencing him, I am desired to state that the Governor, having already consented to remit one-third of that duty, is of opinion that any further reduction of the duty is inexpedient, and even if it were expedient, that the question cannot be dealt with satisfactorily without a larger experience of the working of the Stamp Ordinance, and the amount of revenue derivable from that source.—I have, &c.,

(Signed) CECIL C. SMITH,
Acting Colonial Secretary.

THE CHINESE EMIGRATION ACT.

THE Hong Kong authorities evince a determination to enforce the provisions of the Chinese Passenger Act, and a case was reported by last mail in which the master of a British vessel was fined $500 for a breach of it. The fine is a heavy one for a shipmaster to pay, and seems at the first glance to be a severe penalty for a somewhat trivial offence; it must, however, be remembered that if the horrors of the Coolie traffic are ever to be successfully dealt with, a rigid enforcement of all the provisions of the Passenger Act is indispensable. The following is an abbreviated report of the case:—

At the Magistrate's Court, before Mr. May, the Harbour-Master charged Mr. J. Row, master of the British ship *Codabux*, with having committed a breach of the Chinese Passengers' Act, 1865. Mr. G. Thomsett, sworn, said: I am emigration officer, and produce a port clearance, obtained from the harbour-master's office by the defendant, for Singapore and Calcutta, cargo sundries and no passengers. This morning Mr. Webster reported having boarded the *Codabux*, in consequence of which report I lodge a complaint against defendant. He has cleared out on a voyage of more than seven days' duration, having on board more than twenty passengers, without obtaining the emigration officer's certificate. Singapore is declared by proclamation to be a voyage of twenty days. His worship said (addressing defendant) that he had made himself liable in a very serious way, and he might be indicted for a misdemeanor, his ship might have been seized and forfeited, and he was now liable to a penalty of £100. Defendant admitted the truth of all that had been said, but pleaded that he was ignorant, or he would not have done what he had done. He also stated that the Chinese were all in charge of cargo and were not passengers or emigrants at all; besides, he was only going to Singapore, and in this monsoon he had gone down there in six days. Magistrate (addressing the emigration officer): Is there any reason for leniency? Mr. Thomsett said that there was not the slightest reason for leniency in the case. The Magistrate said that it was his duty to impose a heavy penalty in order to warn others from the like offence, but he would inform defendant that appeal to the Governor was open to him. He would fine defendant in the sum of £100 ($500), and the vessel would be detained until such time as the fine was paid. Defendant drew the attention of the bench to the fact that he had a large family. His Worship explained that the heavy penalty was not so much for defendant as for the offence, and he would certainly be sorry if his family were injured thereby. But the best thing which defendant could now do, and the thing most likely to commend him to the leniency of the Governor, was to go and do now as much as he could to carry out the orders of the emigration officer. He, however, had felt it his duty to do as he had done in imposing the penalty, and the vessel would be detained. Defendant: Oh yes; she is detained now.

MR. SEARE'S REPORT ON OSAKA.

IN a late issue we gave a *resume* of Mr. LOCOCK'S official report on Osaka and Hiogo, which, by the way, does not seem to have been made public in Japan, where it would have been of the greatest use. For convenience of comparison and reference we now reprint Mr. SEARE'S Report on Osaka, addressed to A. O. GAY, Esq., Chairman of the Yokohama General Chamber of Commerce:—

DEAR SIR,—I have great pleasure in commencing a correspondence with you, as chairman of the Yokohama Chamber of Commerce, from this place, and I trust that this communication will be of some little service to the merchants of Yokohama and their constituents.

Herein I enclose two documents which are necessarily full of interest to the merchants composing the Chamber.

The first document is the proposed ground-plan of the Osaka settlement, the second the proposed plan for the bonded warehouses; and in laying them before you, I purpose very freely to comment upon both.

First, then, as to the ground-plan; so far as this plan is concerned, I am responsible, as having advised the land officers that a bund should extend entirely around the settlement—and that, perpendicularly and transversely, it should be bisected by two main thoroughfares, all of a uniform breadth of 35 feet.

You will note there is upon the plan a part coloured green, and with green dots, covering much of the area; this colour denotes timber trees, some of lofty and imposing appearance, and all of which the Ministers have determined should remain intact.

Upon going over the ground, its limited area could not fail to strike me, and seeing that the preservation would entirely interfere with any sound and comprehensive plan, I requested the land officers to draw a

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ground plan, altogether irrespective of the timber, when they would find that many of the trees would be in the middle of the roads, and in others in the middle of the houses! And it is so—with few exceptions the timber must fall; no plan can be made in so limited a space and the trees remain.

You will also notice an overlapping paper. This represents two large basins used for boat building and covered with sheds and godown marked . . . . . ., which also the Ministers had settled to preserve intact.

The plan was drawn irrespective of such ministerial reservation. The godown is simply fit for a coolie's sleeping house, and the dock, if preserved, would entirely interfere with a uniform and cohesive plan. The native authorities are quite willing to remove the building and dam out the water, filling in the space, and thus gaining for merchants two fine lots, both with water frontage, each measuring 409 tsubos. This side looks towards the city of Osaka, and near these lots will be erected a new bridge over the stream which separates the settlement from the native city.

The authorities have already sent the plan to Yedo, and it will probably have been before the foreign Ministers some days before this comes to your hands, but I am inclined to think, however fond they may be of the picturesque, that, on the ground of public utility and convenience, they will, when they have inspected the plan, reverse their previous decision.

With regard to the bund and the main bisecting thoroughfares, their existence is, I think, on many grounds imperatively necessary, and not of less width than drawn, viz. 35 feet. Public health and convenience, as well as commercial necessity, strongly impresses that portion of the plan upon my mind.

I would now draw your attention to the general plan, so far as the lots are concerned, premising, however, that I have recommended that the land officers in laying out the ground should make the centre thoroughfare the most elevated part of the settlement, having a gradual slope downwards to the water on each side, which they have decided to do. The rains here are very heavy, and by carrying out this principle the surface drainage of the settlement will be much facilitated.

You will note that the plan gives eighteen large and one small lot for the use and appliances of merchants. These lots vary from 333 to 483 tsubos, and the question which Ministers and merchants will have to determine is this—On public grounds, is it desirable that merchants should have lots fitted to the climate and their health, and I think commercial necessities, or more lots and much less convenience?

Ministers will necessarily have their say upon this question; but merchants will be expected to purchase and pay for this ground—will have to pay the annual ground-rent—and their convenience and wants, I look upon it, are matters of primary necessity. The plan as it stands will give the occupants of every lot but one ample space for house, silk-inspecting room, and godowns, and though sufficient space is provided for the storage of goods in bond, merchants should have the option of storing their goods in their own premises should they prefer to do so.

There is one lot measuring 483 tsubos; this is the largest lot in the settlement, and I would bring to your notice whether it would not be well to set aside this lot—presuming the plan to be adopted—for public uses as a club, Chamber of Commerce, &c.

Should the merchants, when they come up here in January, have organised such a corporation—and it must be a *bona fide* proprietary business, and in the hands of trustees, &c.,—I do not think there would be much difficulty in their having the land made over to them at the stated ground-rent, and at the average cost of the rest of the lots. Should they on their arrival not have organised the basis of such an institution the native authorities might be moved to hold it over for such purpose for the space of six months. Failing at that period to have moved in the matter, the lot is to be divided into two equal parts and sold by public sale on account of the Government.

These are points for the consideration of the Chamber; they will require close consideration and an early adjustment. The Chamber will of course adopt its own mode of conveying the wants and wishes of its members to the Ministers of their respective nationalities.

The base of the settlement is bounded by the ground on which will be erected the foreign Consulates. The native Government Office is not shown in this plan; it will be near the Consulates, built upon an isolated piece of ground, surrounded by water, over which a bridge will be thrown. The extreme point of the settlement terminates with the Bonded Warehouses, and to this plan I now call your attention.

The plan contains four bonded warehouses and one for duty free and duty paid goods, two inspecting offices, and an office for the transaction of business—indeed a scheme has been laid before the Ministers—it having found favour with the native authorities—that at this office all import and export duties be paid, as well as warehouse charges; thus facilitating the business of the place, and economising the time of the merchants, by a simple centralising system.

Believing that these warehouses will be built at all events long before any which merchants can erect for themselves, and thinking that for some time to come much of the commodity imported here would be from the merchants' godowns at Yokohama on which the duties have been paid, I have recommended that one godown be set aside for duty free and duty paid goods, to be stored at the same charge as goods in bond. By the regulations at Yokahama this is prohibited, but here at present there are no vested interests to interfere with, and I think the device will be of aid to the merchants than otherwise. I trust the plans which I enclose and the comments I have made may be of some service to the members of your Chamber.—Believe me, dear Sir, yours faithfully,

BENJAMIN SEARE,
Superintendent of Bonded Warehouses to the Customs' Authorities at Yokohama, detailed by the Authorities at Yedo to the Governor of Osaka, on special business.

CANTON INSURANCE OFFICE.

The following report of the meeting of the Canton Insurance Office was shut out of our last issue owing to want of space :—

A meeting of the shareholders in the above office was held on the 2nd Nov., at their rooms, at two o'clock; the Hon. WM. KESWICK occupying the chair.

The final accounts of the office for 1865 were laid before the meeting, together with statements of the condition of the office of 1866 so far as the accounts were complete, and of the office for the current year up to the 30th Sept. The total profit for the year 1865 amounted to $331,200, allowing two dividends, one of $750 and another of $354 per share, and a reserved third of $110,400. For 1866 the profit on the incomplete accounts was $244,205, and up to date the profit of the current year was $366,478, subject to some reductions.

On motion of Mr. BOSMAN, the final accounts for 1865 were passed, and those for the ensuing two years submitted to the meeting were approved.

The CHAIRMAN stated that the accounts of 1866, so far as complete, would admit of an immediate dividend of $500 per share.

Mr. BOSMAN proposed that the general agents be authorised to declare a dividend of $500 per share, that the accounts be closed, and the office, 1866, wound up under their supervision, which was unanimously agreed to.

On motion of Mr. W. H. FOSTER, jun., seconded by Mr. DUNCANSON, a pension of $1,200 per annum was voted to Mr. Rickett, now residing in England, for his past faithful and efficient services to the office.

The CHAIRMAN stated that the general agents had received a letter from the secretary of the North China Insurance Company, at Shanghai, asking for the co-operation of the Canton Office, in replying to a letter received from the agents of the company in London, on the present rate of premium charged on sailing ships from China to London. The London companies complained that it was too low to be profitable, and that as it was at present the home offices had a most unfavourable experience. They appealed to the North China, as having originally reduced the rate to its present level, to now take the initiative in increasing it to a paying standard. As yet there had been no definite reply given to this letter, the general agents wishing first to submit the question to the shareholders and have their views upon it. He would say, however, that there was a mistake about the rate having been reduced, since it was identical now to that charged by this office since its beginning, or at least for thirty years back, and he was now of opinion that it was a fair and just one. He called attention, however, to a suggestion that had been made at the last regular meeting in regard to the charge for brokerage, he thought all would be willing that this should be reduced from 15 to 10 per cent.

Mr. LEMANN said he knew the risks by sailing vessels from China to Great Britain had been profitable neither to the North China Company nor to the underwriters at home, and if they had been profitable to the "Canton" (as the general agents averred) it must have been by a mere matter of chance, since the business of the "North China" and of the "Canton" are conducted on exactly the same principles as regards acceptance of risks, and up to a certain limit the two offices took each as much as they could get. If the offices could get an equal line, or amount on each vessel the result would be profitable, and it would be easy to ascertain, from statistics, what the average amount of insurance offered to the offices is on each vessel. But as matters at present stand, there may be a large line on one ship, and only a small one on another, so that the result is more a matter of chance than if only an average amount were taken. The taking of such risks or large amounts on any one vessel is not so much the fault of the directors of the offices as of the shareholders, who are importunate to have all their risks taken in offices in which they are shareholders, because they wish to share in the one-third of the profits of the offices, which are reserved for contributing shareholders.

After some further conversation,

Mr. BOSMAN said he thought that this was a subject for the general agents to deal with, and since they now knew the views of the shareholders, he thought the whole ought to be left with them, to take what action they might deem most fit. This met with unanimous approval of those present, and, there being no other business, the meeting separated.

Monetary and Commercial.

Messrs. Gibb, Livingston, and Co., of Shanghai, have been appointed Lloyd's agents at that port, and Messrs. Gilman and Co. at Hong Kong.

Messrs. Holliday, Wise, and Co. have been appointed to succeed Messrs. Dent and Co. as agents for the London Assurance Company in Hong Kong and Shanghai, and they are empowered to accept risks.

The deed of inspection executed by the creditors of Messrs. Smith, Kennedy and Co., of China, has been duly completed and registered. The inspectors are Mr. E. J. Gilman, Mr. A. D. Chapman (of Messrs. Gregson and Co.), and Mr. G. B. Dewhurst, of Manchester.

We have the following changes in mercantile firms to notice :—

The business of Mr. B. Liebert, of Manchester and Bradford, has been made over to Messrs. Levita and Hudson, who will conduct it at both places under their names.

Mr. George Rennie, of Liverpool, intimates that he has retired from the firm of Rennie, Clowes, and Co., of Liverpool, and from the firm of Rennie, Scovell, and Co., of Bombay. The business of both houses will be carried on under the same style by Messrs. W. R. Price and R. C. Antrobus, (late of China).

Mr. John Sands, jun., who has for some years been a partner in the firm of Framjee Sands and Co., of Bombay, and Mr. William Yeoman, who of late years has held the power of attorney of Frith, Sands and Co., have been admitted partners of Frith, Sands, and Co. Mr. John Griffith Frith retires. Mr. Meyer, of the firm of Messrs. Siordet and Co., retires, and Mr. John James Siordet and his two sons carry on the business, and assume all the liabilities.

Mr. James Goddard, jun., has admitted Mr. James Fergusson as a partner. The firm is now James Goddard, Jun., and Co.

Messrs. John Hegan and Co. intimate that they have taken into partnership Mr. James Hainsworth, late of Liverpool. Mr. Alfred Hooper, who

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has a recognised interest in the business, will sign, as heretofore, per procuration.

Messrs. Schultze and Mohr have issued a circular to the effect that the interest and responsibility of the widow of the late Mr. Carl Mohr in the firm has terminated, and that Mr. Alfred Mohr has joined as a partner. Mr. Edward Bates, of Liverpool, announces that he has taken into partnership his eldest son, Edward Percy Bates, and that the firm will be carried on as Edward Bates, of Liverpool, and Edward Bates and Co., of Bombay. Mr. H. O. Houghton, of Liverpool, states that Mr. John Cobb Clowes has been admitted a partner, and that the firm in future will be called Houghton, Clowes, and Co. The partnership hitherto existing between Mr. James John Hance and Mr. Stephen Hartley Knowles, of Liverpool, trading under the title of William Greame and Co., has been dissolved, and will in future be continued by Mr. James John Hance and his son, James John Hance, jun., under the title of Hance, Son, and Co. Messrs. Kinloch and Co., of Liverpool, intimate that they have taken into partnership Mr. John Strachan, and that in future the business will be conducted under the title of Messrs. Kinloch, Strachan, and Co. Messrs. T. and H. Littledale, of Liverpool, announce that they have admitted Mr. J. A. Tobin a partner in the firm.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for November, 1867, show a falling off of only £200,691, or about 1¼ per cent., in the declared value of our exportations compared with the corresponding month of last year. As against the same month of 1865, however, the decrease is 4½ per cent. The cotton trade has been fully equal to that of November, 1866, even as regards the nominal value of our shipments, while in respect to their quantity a large increase is shown. Of cotton yarns the consignments of the month were 24 per cent. in value and 44 per cent. in quantity over November, 1866, while of cotton goods, although but fractionally larger in value, they were 30 per cent. more in quantity. With the exception of an increase of 2 per cent. under the head of silk manufactures, a diminution is shown in nearly all the other principal articles. It has been 3 per cent. in earthenware, 2 per cent. in hardwares, 19 per cent. in haberdashery, and 3 per cent. in iron manufactures. Linen manufactures show a falling off of 30 per cent. in value, and 28 per cent. in quantity, and woollen manufactures a falling off of 11 per cent. in value and 16 per cent. in quantity. In most of the minor branches of production the business of the month was comparatively active. With regard to the importations of the month, it appears that the arrivals of cotton were but 469,373 cwt., against 645,227 in November, 1866. Of wheat they have been 3,903,760 cwt. against 1,995,106 cwt.—an increase of almost 100 per cent., and nearly half of the entire total was again obtained from Russia. From the United States, whence the quantity last year was insignificant, the proportion has been 15 per cent. The value of our exports of the produce and manufactures of the United Kingdom for the first 11 months of 1867 has been £167,931,378—showing a reduction of only 3½ per cent. from the total of the corresponding period of 1866, which was the largest ever attained. Compared with the corresponding 11 months of 1865 an increase is exhibited of 11½ per cent.

The following is a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East :—

IMPORTS.

The quantity and value of the Tea imported into this country is returned as follows :—

	1865.	1866.	1867.
Quantity for the month ended 30th Nov. lbs.	12,328,196	21,064,963	7,225,345
Quantity for the eleven months ended 30th Nov.	96,236,375	124,122,171	105,545,759
Value for the month ended 31st Oct.	£854,739	£1,370,245	£1,602,401
Value for the ten months ended 31st Oct.	£6,372,339	£8,178,954	£7,598,706

The following is a return of the total quantity of Raw Silk imported into the United Kingdom :—

From	1865.	1866.	1867.
	Quantity for the Month ended 30th Nov.		
British India	—	15,156	1,969 lbs.
*Egypt	495,846	465,128	234,950 ,,
Other Countries	203,010	248,367	219,290 ,,
Total	698,856	751,635	456,209 ,,
	Quantity for the Eleven Months ended 30th Nov.		
China	90,564	106,679	40,016 lbs.
British India	93,012	86,371	2,469 ,,
*Egypt	4,572,033	2,992,178	3,423,695 ,,
Other Countries	2,161,669	1,669,491	1,789,613 ,,
Total	6,917,278	4,854,719	5,255,793 ,,

* In transit from India, China, and Japan.

The total import of Coffee into this country during the Month and Eleven Months is given as follows :—

Imported from	1865.	1866.	1867.
	Quantity for the Month ended 30th Nov.		
Ceylon	9,991,036	8,227,908	5,040,995 lbs.
Other British Possessions	1,847,097	1,260,086	3,514,162 ,,
Total from all parts	14,047,005	12,339,426	9,836,849 ,,
	Quantity for the Eleven Months ended 30th Nov.		
Ceylon	77,947,653	71,701,302	77,277,374 lbs.
Other British Possessions	20,260,919	16,879,205	18,784,612 ,,
Total from all parts	121,302,966	112,196,202	128,369,238 ,,

The Imports of Raw Sugar for the Month and Eleven Months present the following figures :—

	1865.	1866.	1867.
	Quantity for the Month ended 30th Nov.		
From Java and Philippine Islands	25,998	37,010	24,618cwts.
Total from all parts	625,527	525,044	375,724 ,,
	Quantity for the Eleven Months ended 30th Nov.		
From Java and Philippine Islands	554,365	414,947	324,335 cwts.
Total from all parts	9,306,752	9,923,578	9,934,541 ,,

The following return gives the imports of Hemp into this country during the month and eleven months :—

	1865.	1866.	1867.
	Quantity for the Month ended 30th Nov.		
From the Philippine Islands	15,158	6,257	3,175 cwts.
Total from all parts	116,198	42,641	107,736 ,,
	Quantity for the Eleven Months ended 30th Nov.		
From the Philippine Islands	194,846	48,297	77,727 cwts.
Total from all parts	885,666	885,532	743,373 ,,

The total quantity of Raw Cotton imported in the month and eleven months is thus given :—

From	1865.	1866.	1867.
	Quantity for the Month ended 30th Nov.		
China	6,805	10,017	— cwts.
British India	296,925	425,743	300,568 ,,
Egypt	71,199	29,249	37,838 ,,
Total from all parts	630,588	645,227	469,373 ,,
	Quantity for the Eleven Months ended 30th Nov.		
China	315,836	44,784	4,707 cwts
British India	3,422,830	5,229,977	4,008,407 ,,
Egypt	1,328,092	814,885	940,077 ,,
Total from all parts	6,946,153	11,255,498	10,152,919 ,,

The clearances for Home Consumption of the undermentioned Imports during the Month and Eleven Months are returned as follows :—

	1865.	1866.	1867.
	For the Month ended 30th Nov.		
Tea from all parts (lbs.)	8,985,850	8,985,211	14,757,591
Coffee from Ceylon (lbs.)	1,821,818	1,674,499	1,425,178
Do. from all parts (lbs.)	2,784,407	2,657,387	2,589,597
Raw Sugar from Java and the Philippines (cwts.)	745,315	1,027,225	1,010,776
Raw Sugar from all parts (cwts.)	745,315	1,027,225	1,010,776
	For the Eleven Months ended 30th Nov.		
Tea from all parts (lbs.)	91,082,271	94,815 813	104,825,715
Coffee from Ceylon (lbs.)	18,335,728	20,104,791	18,330,311
Do. from all parts (lbs.)	28,553,229	28,753,060	29,341,107
Raw Sugar from Java and the Philippines (cwts.)	327,497	187,083	508,796
Raw Sugar from all parts (cwts.)	9,612,030	9,755,171	10,627,840

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th Nov., 1867, compared with the two previous years :—

	1865.	1866.	1867.
Coffee (lbs.)	30,540,545	32,204,685	43,688,730
Tea (lbs.)	78,678,504	95,602,672	70,411,984
Unrefined sugar (cwts.)	3,285,990	3,406,397	2,341,417

EXPORTS.

The Exports to China and Hong Kong during the month and eleven months are returned as follows :—

	1865.	1866.	1867.
	Quantity for the Month ended the 30th Nov.		
Cotton yarn	3,000	237,000	510,708 lbs.
Cotton manufactures	18,945,839	21,930,754	27,383,780 yds.
Worsted stuffs	2,143,111	2,346,305	1,288,620 ,,
Woollen & worsted cloths	148,566	134,947	34,824 ,,
Lead	354	183	618 tons.
	Quantity for the Eleven Months ended 30th Nov.		
Cotton yarn	924,178	4,481,196	7,446,982 lbs.
Cotton manufactures	117,300,067	174,442,731	188,543,711yds.
Worsted stuffs	15,665,443	19,226,547	20,986,101 ,,
Woollen & worsted cloths	1,531,368	1,731,586	1,330,691 ,,
Lead	2,056	4,779	3,826 tons.

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To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	Quantity for the Month ended 30th Nov. 1865.	1866.	1867.
Ceylon	45,700 ..	37,900 ..	32,070 lbs.
Singapore	18,200 ..	211,980 ..	344,040 ,,
To	**Quantity for the Eleven Months ended 30th Nov. 1865.**	**1866.**	**1867.**
Ceylon	312,900 ..	773,876 ..	355,751 lbs.
Singapore	1,092,600 ..	1,591,124 ..	2,889,890 ,,

Of Cotton Manufactures the Exports were as follows :—

To	Quantity for the Month ended 30th Nov. 1865.	1866.	1867.
Ceylon	2,372,303 ..	3,380,128 ..	1,811,086 yds.
Singapore	824,028 ..	6,762,694 ..	6,042,330 ,,
Java	1,547,159 ..	7,315,594 ..	3,010,950 ,,
Philippine Islands ..	2,190,798 ..	3,678,900 ..	924,185 ,,
To	**Quantity for the Eleven Months ended 30th Nov. 1865.**	**1866.**	**1867.**
Ceylon	14,126,023 ..	24,291,343 ..	19,052,118 yds.
Singapore	37,797,256 ..	51,886,570 ..	68,344,679 ,,
Java	26,789,202 ..	55,068,462 ..	36,743,898 ,,
Philippine Islands ..	27,905,664 ..	26,932,646 ..	32,355,117 ,,

During the month and ten months ended 31st Oct. of 1867 and the two previous years the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

Exported to	For the Month ended 31st Oct. 1865.	1866.	1867.
China (exclusive of H. Kong)	£206,254 ..	£526,412 ..	£498,273
Hong Kong	183,310 ..	238,091 ..	285,542
Japan	99,925 ..	174,340 ..	103,087
Singap. & Straits Settlements	89,729 ..	73,590 ..	210,768
Ceylon	78,713 ..	76,652 ..	73,613
Philippine Islands	90,010 ..	129,137 ..	106,948
Java	101,947 ..	142,373 ..	159,369
	For the Ten Months ended 31st Oct.		
China (exclusive of H. Kong)	£2,778,556 ..	£4,240,441 ..	£3,893,505
Hong Kong	1,351,949 ..	2,054,887 ..	1,959,321
Japan	1,085,432 ..	1,275,431 ..	1,196,231
Singap. & Straits Settlements	1,193,626 ..	1,567,142 ..	1,763,499
Ceylon	528,180 ..	850,761 ..	632,214
Philippine Islands	831,165 ..	797,188 ..	942,889
Java	741,166 ..	1,349,966 ..	1,103,401
Siam	36,942 ..	4,088 ..	4,085

The following Return contains the total quantity of the several articles named exported from the United Kingdom to all parts during the eleven months ended 30th Nov. of the present and two preceding years :—

	Quantity for the Eleven Months ended 30th Nov. 1865.	1866.	1867.
Cotton yarn	94,183,816 ..	126,180,449 ..	153,982,419 lbs.
Cotton manufactures	1,850,814,998 .	2,341,747,713 .	2,567,804,445 yds.
Worsted stuffs ..	208,519,020 ..	208,999,860 ..	189,082,973 ,,
Woln. & worsted cloths.	24,277,517 ..	32,319,462 ..	29,473,244 ,,
Lead	24,880 ..	28,946 ..	27,072 tons

Shipping Intelligence.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec.21	Kaap Hoorn	Dik	Tjilatjap	Texel.
— 19	Joh. Maria	Overgaauw	Batavia	Zierikzee.
— 19	Julie	Cherpion	Do.	Do.
— 26	Titania	Deas	Shanghai	London.
— 27	Grasmere	Stockman	Foochow	Do.
—	Edinburgh Castle	—	Singapore	Clyde.
— 21	Persian	Black	Maulmain	Sunderland.
— 27	Helen Nicholson	Halliday	Shanghai	London.
— 27	Dunmail	Thompson	Do.	Do.
— 23	Birman	Bertaud	Manila	Belle Isle Roads
— 24	Sovereign of India	Scott	Hong Kong	London.
— 24	Nicolaas Witsen	Portengen	Batavia	Texel.
— 24	Mary Goddard	Neuhurp	Padang	Brouwershaven.
— 28	Seawfell	Thomson	Foochow	London.
— 28	Grenadier	Millar	Shanghai	Do.
— 30	Diamond	—	Nagasaki	Do.
— 28	Capiolani	Wooldridge	Manila	Liverpool.
— 28	Lady Douglas	—	Rangoon	Do.
— 28	Emerald	McKenzie	Manila	Queenstown.
— 29	Hamilla Mitchell	Branscombe	Do.	Off Valentia.
— 29	Lochlevin Castle	McGowan	Singapore	Do.
— 26	Ottolina	—	Batavia	Helvoet.
— 27	Hebe	Kiehl	Do.	Off Dungeness.
Nov.14	Coq du Village	Granger	Hong Kong	Valparaiso.
Dec.30	J. W. A. Lorentzen	Jessen	Zebu	London.
— 29	Pakwan	Shiel	Foochow	Off Scilly.
— 31	Ogono	—	Manila	Liverpool.
—	Queen of the Age	—	Foochow	Off Plymouth.
— 30	Ardencraig	West	Colombo	Portland.
— 30	Chalmers	Helps	Manila	Queenstown.
—	Abdul Medjid	—	Colombo	Do.
—	Monarch	—	Manila	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.24	Ferozepore	Woollerton	Hong Kong	London.
— 24	Min	Melville	Shanghai	Do.
— 24	Wemyss Castle	Nicoll	Hong Kong	Do.
— 24	Burdwan	Douglas	Shanghai	Do.
—	Miranda	Molier	Hong Kong	Hamburg.
— 21	Maria Louise Antoinette	Muysson	Do.	Liverpool.
— 19	Wellington	—	Galle	Shields.
—	Jurgen	—	River Amoor	Cronstadt.
— 24	Horatio Harris	Humphreys	Galle	Portsmouth.*
— 23	Preciosa	Franks	Shanghai	Cardiff.
— 20	Falke	—	China	Sunderland.
— 23	Thusnelde	Hunckew	Singapore	Newport.
— 26	Japan	—	Do.	Cardiff.
— 28	Jungfraw	Jones	Yokohama	London.
— 28	Black Prince	Inglis	Hong Kong	Do.
— 28	Parmenio	Laurit	Yokohama	Do.
— 27	Neckar	Heydorn	Galle	Cardiff.
— 26	Tricolor	Bryde	Yokohama	Penarth Dock.
— 27	Baron v. Heemstra	Nepperus	Batavia	Liverpool.
— 25	Cyprus	—	Sourabaya	Sunderland.
— 30	Aboyne	Grant	Colombo	London.
—	Martha	v. Rossem	Batavia	Rotterdam.
—	Pantaloon	—	Do.	Do.
— 31	Queen of the East	Browse	Galle	London.
— 31	Chusan	Roy	Hong Kong	Do.
— 31	Lennox Castle	McMichar	Shanghai	Do.
—	Argo	Ankringla	Batavia	Rotterdam.
—	Catharina	Overbeck	River Amoor	Cronstadt.
— 31	Iona	Dow	Singapore	Cardiff.

* After being supplied with anchors and chain.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama : Lanercost, Grasmere. For Yokohama and Nagasaki : Velocity. For Shanghai : City of Aberdeen, Star of China, Coral Nymph, Silver Eagle, Titania, Helen Nicholson. For Amoy and Chefoo : Coulnakyle. For Hong Kong : Dunmail. For Hong Kong and Canton : Peter Denny. For Manila : Angela. For Batavia and Sourabaya : Johannes. For Singapore : Ocean Belle. For Penang : Benvenue. For Colombo : Wynaud, St. Andrew's Castle.

At LIVERPOOL.—For Shanghai : Challenge. Lieutenant, Jenny. For Hong Kong : Adriana Petronella. For Hong Kong, via Newport : Young England. For Batavia and Singapore : Phaeton. For Singapore : Moss Trooper, Mary Nicholson, Edmund Preston. For Manila : Victoria, Carmencita. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai : Agamemnon (s.).

At GLASGOW.—For Singapore and Penang : Albion. For Samarang and Sourabaya : Glenclune. For Batavia and Sourabaya : City of Perth, Chili. For Colombo : Toronto.

SPOKEN.

EVA JOHANNA, Rotterdam to Batavia, Nov. 28, 7 N., 25 W.
CHALLENGER, London to China, Nov. 29, 8 N., 27 W.
MARY GOODALL, Baltimore to Japan, Dec. 6, 33 N. 45 W.
MELMERBY (supposed), Macao to London, 64 days out, Oct. 3, off Anjer.
MATHILDA ATHELING, Singapore to London, Oct. 6. 11 S., 97 E.
ROBIN HOOD, Cardiff to Shanghai, Nov. 29, 7 N., 25 W.
TWEELINGEN, Batavia to Amsterdam, Nov. 8. 30 S., lon. 35.
ALACRITY, London to Hong Kong, Nov. 5, 16 S., 30 W.
VERTROUWEN, Batavia to Amsterdam, Dec. 5.
MARS, Colombo to London, Dec. 10, off Flores.
ELIZA LAING, Sunderland to Galle, Nov. 26. 8 N., 23 W.
LORD COLLINGWOOD, of Rye, for Galle, Dec 24, 50 N., 8 W.
GELDERLAND, Batavia to Amsterdam, 15 N., 28 W.
RUSSELL GLOVER, Manila to Liverpool, Oct. 22, 30 S., 37 E.
AMARANTH (Hamb. barq.), for Hong Kong, Dec. 11, 49 N., 6 W.
ANN THOMPSON, Foochow to L'pool, 91 days out, Dec. 8, 25 N., 37 W.
MAIDEN QUEEN, Foochow to London, Dec. 12, 29 N., 42 W.
PARANA, Clyde to Japan, Sept. 23. 8 S., 106 E.
BORNEO, Padang to Boston, Oct. 22, 35 S., 25 E.
MARTHA, Batavia to Rotterdam, Nov. 22, 9 N., 25 W.
GENERAL HAVELOCK, Cardiff to Shanghai, Nov. 4, 3 N., 28 W.

FREIGHTS AND CHARTERS.

We have no change to note in outward freights since our last issue.

In berth freights to the Eastern ports there is but little change. Coal freights from the Northern outports have slightly declined, but rule firm at the under-mentioned quotations.

Current rates of freight for vessels on the berth :—To Yokohama : 40s. weight, 50s. meast. To Nagasaki : 50s. meast., 40s. weight. To Shanghai : 40s. weight, 45s. meast. To Cheefoo : 60s. weight or meast. To Hong Kong : 40s. to 45s. weight, 35s. meast. To Manila : 80s. weight, 50s. meast. To Singapore : 35s. weight, 30s. meast. To Penang : 40s. weight, 35s. meast. To Ceylon : 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows :—From Wear or Tyne per keel.—For Yokohama : £54. For Shanghai : £55. For Hong Kong : £47. For Saigon : £50. For Singapore : £33. For Batavia : £32. For Colombo, £30. For Galle, £34. From Newport, Cardiff, or Swansea, per ton.—For Yokohama : £2 10s. For Shanghai : £2 15s. For Chefoo, £2 15s. For Hong Kong, £2 5s. For Manila, £1 15s. For Saigon : £2 8s. For Singapore : £1 12s. For Batavia, £1 10s. For Trincomalee, £1 12s. 6d. For Galle, £1 14s. For Colombo, £1 8s. 6d.

The Admiralty have invited tenders for the conveyance of 17 tons weight small arm ammunition from the Thames to Trincomalee.

MISCELLANEOUS.

At GUADALOUPE.—Dec. 5, Hindostan, Renouleau, from Saigon, and sailed for Belle Isle.

The Thunder, s., Taylor, from Hong Kong, &c., to Calcutta, has been posted at Lloyd's as not having been heard of since she left Penang on the 27th Oct.

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PORT OF AMOY.
CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facilities for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring espatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them

---

NOTICE TO SHIPOWNERS.
SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000 0
RESERVE FUND £145,962 14

COURT OF DIRECTORS.

George Garden Nicol, Esq., *Chairman.*

Donald Larnach Esq.	Ellis Jas. Gilman, Esq.
George May, Esq.	D. T. Robertson, Esq., *Chief Manager (ex officio).*
Sir F. J. Halliday, Esq. K.C.B.	
Jas. Murray Robertson Esq.	

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

5, Old Broad-street, London, E.C.

COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	60,000,000	... £3,200,000
Capital paid up	... ...	60,000,000	... £2,400,000
Do.	Mar. 15, 1868	10,000,000	... £400,000
Do.	Sept. 15, 1868	10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin-China), Bourbon (Reunion.)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

NORTH CHINA MARINE INSURANCE COMPANY.

ESTABLISHED IN SHANGHAI, 1863.

DIRECTORS.

W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman
E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.

John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and CO., Agents, Hatton-court, Threadneedle-street.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

LONDON OFFICES:

32, NICHOLAS-LANE, LOMBARD-STREET

THE ORDINANCE of INCORPORATION having received the Royal assent, a London Register of Shares has now been established, and shareholders in the company desirous of having their shares transferred from the Hong Kong Register, can do so upon application at this office.

Certificates for shares so transferred will be granted in exchange for the original certificates, the conversion being effected from dollars into sterling at the rate of 4s. 6d. per dollar.

The Ordinance, Deed of Settlement, and London Register of Shareholders can be inspected by shareholders at this office on application to the manager.

Purchasers of shares can have their transfers registered at this office, and also obtain new share certificates in lieu of those surrendered by the transferrer.

Forms of transfer (according to the Ordinance of Incorporation and Deed of Settlement) can be obtained on application at this office.

Dividends on shares on the London Register will be paid in London, in sterling, at the rate of exchange for Bank bills at sight by the mail leaving Hong Kong after the declaration of each half-yearly dividend.

The transfer books for shares on the London Register will be closed for fifteen days previous to the 25th day of June and 25th day of December in each year.

By order of the Court of Directors,
W. H. VACHER, Manager.

PIGNATEL & CO.,
STOREKEEPERS,
GENERAL MERCHANTS
AND
COMMISSION AGENTS.
NAGASAKI
JAPAN.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roof Sheds Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES—61A, MOORGATE-STREET LONDON

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MERCHANTS AND AGENTS,

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PRICE REDUCED TO 10s 6d.

TABLES for ASCERTAINING the COST PER POUND of CHINA RAW and WASTE SILK. Laid down in London; all charges paid at rates of exchange from 5s 6d to 7s. 6d per tael for Raw Silk, and from 5s. to 7s 6d. per tael for Waste Silk.

By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph, 2, Cowper's-court, Cornhill.

TO PARENTS IN INDIA AND CHINA.

THE ADVERTISER (who is the wife of a professional man) is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each

Address "T," "London and China Telegraph" Office 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

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THE following FIRMS have been appointed AGENTS for this Society,* viz.:—

Messrs. C. Hoffmann and Co., 6, Railway-place, Fenchurch-street, London
" Browne, van Santen, & Co. ...Liverpool
" van Weenen, Heur, & Co. ...Falmouth
" Schultze, Reis, & Co. .....Yokohama
" Wilson, Cornabe, & Co. .....Chefoo
" Siemssen & Co. .....Hong Kong, Foochow, & Shanghai.
" Pasedag & Co. .....Amoy
" Behn, Meyer, & Co. .....Singapore
" Markwald & Co. .....Bangkok
" Behre & Co. .....Saigon
" Friederichs & Co. .....Penang
" Busing, Schroder, & Co. .....Batavia
" Ernsthausen & Oesterley ...Calcutta
Mr. A. C. Gumpert .....Bombay
" Wm. Berg .....Capetown

Hamburg, 24th October, 1867.

AUGUST BEHN,
Chairman of the Board of Administration of the Germanic and International Lloyd's.

* The agents appointed to foreign ports represent the society where no district association has been formed, and have to report upon the condition of any vessel, in case no fit person should be available as surveyor for the Germanic and International Lloyd's. They may, however, appoint for any one survey any competent captain of a vessel, or any other competent person as an assistant. They have further to watch over and extend the interests of the society, and to report upon all matters which may be considered as useful to the society.

COWASJEE DINSHAW.

Close to the Landing Place Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

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172, NEW BOND-STREET, LONDON

And of all other Chemists throughout the world.

N.B.—Ask for DINNEFORD'S Magnesia.

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Diseases of the most formidable and chronic character have been cured by Holloway's remedies. Ulcerations, which have proved themselves incurable by any other known means, have healed kindly under the purifying and regenerating influence of this Ointment. Strains, erysipelas, stiff joints, contracted muscles and glandular swellings can be most safely and effectively treated by Holloway's Ointment and Pills, which can do no harm under any circumstances. Neither of these medicaments have anything deleterious in their composition, but are essentially purifying and strengthening in their nature. The combined power of these noble remedies enables them successfully to cope with most descriptions of injuries, and to cure, or at least to relieve, most varieties of this disease.

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THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeinic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

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REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE, superior tooth-powder, composed of carbon, quinine, and Provins roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
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COLD CREAM, AU LOTUS DE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
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CONCENTRATED EAU DE COLOGNE for the toilet.

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SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE

SOAP, TOOTH-PASTE AND ELIXIR, POMADE, CREAM FOR THE COMPLEXION AND SKIN, EAU DE TOILETTE.

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MANUFACTURE, ESPECIALLY FOR EXTREME CLIMATES,

SOLID MAHOGANY FURNITURE,

Entirely free from Veneer. A large general assortment always on view.

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In the choicest Designs. 2,500 Bedsteads kept in Stock.

HEAL & SON'S PATENT HORSEHAIR MATTRESS

prevents the material from felting into a mass, as is the case in all ordinary Mattresses. The Patent Mattresses are made of the very best Horsehair, are thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

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THE Directors of the LONDON and ST. KATHARINE DOCKS COMPANY hereby announce that they have decided on REDUCING the CHARGES on TEA as specified in the following schedule, and that the reduction will be applied to all teas warehoused in any of their Docks since the 1st September last, viz.:—

PER PACKAGE WEIGHING GROSS.

	160 lbs. to 199 lbs.	130 lbs. to 159 lbs.	90 lbs. to 129 lbs.	60 lbs. to 79 lbs.	45 lbs. to 59 lbs.	35 lbs. to 44 lbs.	15 lbs. to 34 lbs.	Not exceeding 14 lbs.
Landing and Housing rate—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former rate ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced rate ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	
Management rate—								
Former rate ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced rate ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	

THOMAS CHANDLER, Secretary.

London and St. Katharine Dock House, Leadenhall-street, 1st November, 1867.

THE EAST and WEST INDIA DOCK COMPANY have to announce that they have REDUCED the RATES on TEA according to the following scale, and that these rates will apply to all tea warehoused with the Company since 1st September, 1867:—

Rates per package.	160 lbs. and under 260 lbs. gross.	130 lbs. and under 160 lbs. gross.	90 lbs. and under 130 lbs. gross.	60 lbs. and under 80 lbs. gross.	45 lbs. and under 60 lbs. gross.	35 lbs. and under 45 lbs. gross.	15 lbs. and under 35 lbs. gross.	Under 15 lbs. gross.
Landing and Housing—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former... ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	0 4
Management—								
Former... ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	0 5
Rent per week per package ..	0 1	0 0¾	0 0½	0 0½	0 0½	0 0¼	0 0¼	0 0¼

Billiter-square, November, 1867.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

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THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes.

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JOHN GOSNELL and Co.'s La Noblesse Perfume.

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JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist's Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

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ESSENCE OF INK

The CHEAPEST INK.
The BEST INK.
The PERMANENT INK.
The 1d. Packet equal to a 6d. Bottle.
The 1s. Bottle makes Two Quarts.

PERRY and CO.'s PATENT ESSENCE OF INK.

This preparation produces Extemporaneous Ink of the finest quality in one minute with cold water, and instantly with hot water, by simple solution as salt or sugar. Sold in packets 1d. each, and in glass bottles 1s. each Sample free, per post, for two stamps. Sold by all Stationers Wholesale, 37, Red Lion-square, and 3, Cheapside, London

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PERRY and Co. have much pleasure in introducing their new patent BOSTONITE to the Public and they do so with the full conviction that it will supply a want long felt, viz.: perfect Lead or Coloured Pencil Tablets Slates, &c.

"The slate, as our readers may suppose, is made of the same material, and we are sure would be found very useful to all housekeepers, nearly as much so as the diary, which we would advise our readers to purchase. The price is very low, and there are four or five sizes."—From THE QUEEN, April 6.

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Bostonite Slates from 1d. each.
Bostonite Book Slates, 6d., 1s., and 1s. 6d. each.
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Bostonite Purses, from 1s. 6d. each.
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OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT, from SOUTHAMPTON and MARSEILLES. — The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by their steamers leaving Southampton on the 4th and 20th of every month. For GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by those of the 19th and 27th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th, and 28th of the Month.

Arrangements have been made for the conveyance of Goods, Passengers, Specie, &c., from SINGAPORE to BATAVIA by the Steamers of the NETHERLANDS INDIA STEAM NAVIGATION COMPANY.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messagerics Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT

BRINDISI to ALEXANDRIA—Contract Passage, 82 hours

It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th and 29th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.

Inman Line, leaving Liverpool every Wednesday and Saturday.

National Line, leaving Liverpool every Wednesday.

Guion's Line, leaving Liverpool every week.

New York and Havre Line, leaving Falmouth once a month.

Hamburg-American Line, from Southampton.

North German Lloyd's Line, from Southampton.

And at Panama by the steamers of the

Royal Mail Line, from Southampton on the 2nd and 17th of month.

West India and Pacific Line, from Liverpool 5th and 20th of month.

Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departure for China will be from San Francisco:—

GREAT REPUBLIC, 4,000 tons, March 5, 1868.

For further particulars and through passage rates, apply to H. STARR and Co., Passenger agents, Pacific Mail Steamship Company, No. 145, Cheapside, London

COLOMBO (First Ship). — The ST. ANDREW'S CASTLE, A1 14 years, 639 tons, is now rapidly loading in the West India Docks, and will be punctually despatched. Last shipping day, Thursday, 9th Jan., 1868.

Apply to LIVINGSTON, HOLDING and BRIGGS, 31, or to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

The next departure from LIVERPOOL will be as follows:—

Jan. 5 ... ... CUBAN

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

STEAM to INDIA, via the CAPE.—The UNION STEAM-SHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 33, Leadenhall-street, London; or THOMAS HILL, Southampton.

CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To sail.
Shanghai	Star of China	A1 14 yr.	E.I.D.	Jan. 10
Shanghai	Pegasus	A1 14 yr.	W.I.D.	To fol.
Manila	Angela	3 3rds A1	W.I.D.	Jan. 10.
Kanagawa	Queen of the Age	A1 13 yr.	W.I.D.	With des
Amoy & Chefoo	Coulnakyle...	A1 13 yr.	W.I.D.	With des
Singapore	Meridian ...	A1 10 yr.	W.I.D.	With des

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and PENANG —The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Silver Eagle.	A1 12 yr.	E.I.D.	Jan. 10.
Ditto	Helen Nicholson	A1 12 yr.	E.I.D.	Jan. 25.
Hong Kong ...	Peter Denny	A1 14 yr.	E.I.D.	With des.
Yokohama, Kanagawa	Lanercost ...	A1 10 yr.	E.I.D.	With des
Singapore	Ocean Belle	A1 12 yr.	W.I.D.	With des.
Penang	Benvenue ...	A1	S.K.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

INDIA, CHINA, AND JAPAN.

GELLATLY, HANKEY, SEWELL, and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Docks.	Dates.
Bombay	Admiral de Winter	3-3d A1	E.I.D.	Jan. 5.
Bombay	City of Richmond	A1 7 yr.	E.I.D.	Jan. 10.
Bombay	British Admiral	AA 1	E.I.D.	Jan. 20.
Calcutta	Dalhadern Castle.....	AA 1	E.I.D.	Jan. 6.
Calcutta	Arundel Castle.	AA 1	E.I.D.	Jan. 20.
Shanghai.....	City of Aberdeen	A1 14 yr	E.I.D.	Jan. 10.
Yokohama ...	Grasmere	A1 10 yr	E.I.D.	With des.

For Freight or Passage apply at Poolfold-chambers, Cross-street, Manchester; or to 27, Leadenhall-street, London, E.C.

With quick despatch.

FOR MANILA, DIRECT, the splendid Spanish clipper-ship ANGELA, 3-3rds=A1 9 years in veritas, 486 tons register; J. Y. DE ONATE, Commander. West India Docks. This vessel, built at Bilboa, in Spain, expressly for the Manila trade, and being of the highest class, is strongly recommended to shippers requiring despatch.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers. 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With despatch.

FOR CHEFOO (taking Goods for AMOY, if sufficient inducement offer), the splendid clipper ship COULNAKYLE, A1 13 years, 610 tons register, ALEXANDER MORISON, Commander; West India Docks. This magnificent vessel, built under special survey by Messrs. A. Hall and Co., of Aberdeen, for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to JOHN WILLIAMSON York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London. E.C.

For list of R. and Co.'s line of ships now loading see "The Times" (daily) and other papers.

10th January.

FOR SHANGHAI, DIRECT, the splendid Aberdeen-built clipper ship STAR OF CHINA, A1 14 years, 794 tons register; JAMES HODGE, Commander, East India Docks. This well-known magnificent ship, built expressly for the China Trade under special survey, is strongly recommended to Shippers.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C. London.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With quick Despatch.

FOR KANAGAWA Direct, and to NAGASAKI, if sufficient inducement offer, the splendid clipper ship QUEEN OF THE AGE, A1 13 years, 757 tons register, I. N. C YMA, Commander; West India Docks. This magnificent vessel, built under special survey, is strongly recommended for the shipment of fine goods. Has very superior first-class passenger accommodation.

For freight or passage apply to JOHN WILLIAMSON, York-chambers 55, King-street, Manchester; or to ROBERTSON and Co's 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With quick despatch.

FOR SINGAPORE DIRECT (and for PENANG, if sufficient inducement offer), the very fine clipper built ship, MERIDIAN, A 1 10 years, 393 tons register, ISAAC SERVICE, Commander; West India Docks. This fine ship, built under special survey, is strongly recommended to shippers requiring despatch.

For freight or passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; to STUART and SIMPSON, 9, Clement's-lane; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

Regular Line of Packet Ship.

To sail on the 20th.

FOR HONG KONG, the well-known clipper DUNMAIL, A 1 14 years, 771 tons register, PETER THOMPSON, Commander. East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail positively on the 20th January (having a large portion of her cargo engaged).

FOR SHANGHAI, the splendid clipper ship TITANIA, A 1 14 years, 879 tons register, ROBERT DEAS, Commander; lying in the East India Docks. This ship was built by Robert Steele & Co., of Greenock, and has proved herself to be equal to any ship afloat.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

To sail on the 25th January.

FOR SHANGHAI, the splendid clipper, CORAL NYMPH, A1, 12 years, 725 tons register; JOHN WINCHESTER, Commander, lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings London, E.C.

To sail on the 5th of February.

FOR HONG KONG, the well-known clipper SCAWFELL, A 1 13 years, 826 tons register, ROBERT THOMSON, Commander; East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

THE LONDON AND CHINA TELEGRAPH

THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C. (Over the JERUSALEM.)

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 18th, and 26th.

VOL. X.—No. 269.] LONDON, SATURDAY, JAN. 11, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

SUBSCRIPTIONS FOR 1868.

The subscriptions for the current year are now payable. Post-office orders and cheques to be made in favour of the publisher, JAMES WEST.

Office, 2, Cowper's-court, Cornhill (over the Jerusalem).

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Sept. 17	Nov. 12	Nov. 15
Nagasaki	—	—	Nov. 16
Hakodadi			
CHINA—Peking	—	—	Nov. 14
Tien-tsin	—	—	Nov. 17
Chefoo	—	—	Nov. 18
New-chwang	—	—	Nov. 20
Hankow	—	—	Nov. 20
Kiu-kiang	—	—	Nov. 21
Chin-kiang			
Shanghai	Sept. 26	Nov. 13	Nov. 25
Ningpo			
Foo-Chow	—	—	Nov. 26
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Oct. 10	Nov. 23	Dec. 1
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia	—	—	Nov. 30
MALACCA STRAITS—			
Singapore			
Penang			

Telegrams via Galle from Hong Kong to the 16th Dec. were received on the 5th inst., announcing that the Shiogoon had positively resigned. The next inward mail from China and Japan, via San Francisco, is due at the latter place on the 22nd-23rd Dec., with dates from Hong Kong to the 26th Nov., Shanghai 28th, and Yokohama 4th Dec. The news could have been telegraphed from San Francisco to London by the 24th or 25th, but we have not heard of any. By post the correspondence will be due here about the 25th inst.

WE have received despatches in anticipation of the mail expected to be delivered on the 13th (Monday), and we publish full details of the FIRE at HONG KONG.

List of Passengers.

PASSENGERS INWARD.

FOR SOUTHAMPTON.—(First-class) Messrs. J. E. Stanton, W. Monk, H. E. Mears, and J. J. Middleton.

FOR MARSEILLES.—(First-class) Messrs. Delarbre, Diano, Dapisen, Mrs. Partridge and two children, Messrs. John Campbell and F. Rojas.

FOR SUEZ.—(First-class) Madame Klaczkourka, Mdlle. Klaczkourka, Messrs. F. Klaczkourka, James Porter, and native servant.

FOR MARSEILLES.—(Second-class) Messrs. M. Antoine Rynal, D. Juan Soley, D. Thos. Sanche.

FOR SOUTHAMPTON.—(Second-class) Messrs. Cobb, A. Emidland, Thos. Scott.

PASSENGERS OUTWARD.

Per P. and O. steamer Syria, from Southampton, Jan. 4.—To Yokohama: Mr. J. F. Austin, Mr. W. M. Corsie To Nagasaki: Mr. J. R. Barnes. To Shanghai: Mr. F. Scholjth, Mr. F. C. Adams, Mr. Rasch, Mr. W. Hodder, daughter, and son. To Hong Kong: Mr. W. J. Hannen, Assistant Surgeon Power, Mr. G. N. Chisholm, Mr. R. Bearne, and one second-class passenger. To Singapore: Mr. James Miller, Rev. G. F. and Mrs. Hose. To Ceylon: Mr. B. R. Rounsdell, Ensign Macaush. Ensign Drought, Miss Robinson and two second-class passengers. To Calcutta: Mrs. F. Cockerell, Major W. Stothert, Miss H. Leonard, Capt. and Mrs. Harriss, Mrs. Younghusband, child, and servant, Miss Worden, Lieut. E. Harvey, Mr. Swan, Mr. W. Grey, Major Shaw, and 19 second-class passengers. To Madras: Mrs. Handyside, Dr. and Mrs. Farquhar Davis, child, and servant, Capt. and Mrs. Lavie, Capt. and Mrs. R. Griffith and child, Mr. Eadie, Miss Temple, Miss Crake and ayah, Mr. G. Magor and child, Colonel Wilkieson, two Misses Luard, and one second-class passenger.

From Marseilles, Jan. 12.—To Yokohama: Mr. Vernede. To Shanghai: Mr. Ellis Elias, Mr. F. Cox, Mr. Gore Booth. To Singapore: Mrs. F. Brenckmann, Mr. F. Fisher. To Calcutta: Mrs. Garstin and child, Mr. and Mrs. R. Thompson, 2 children, and two servants, Mr. H. H. Shaw, Miss Shaw, Major and Mrs. J. F. Tennant, Dr. and Mrs. Eteson, Capt. and Mrs. Cadell and servant, Lieut. A. J. Stead, Lieut. H. G. Becher Rev. G. M. Wilson, Capt. and Mrs. Martin, Major G. A. Williamson, Mr. E. Adlard, Mrs. Gavins, Capt. and Mrs. Sergison and servant, Mr. E. T. Partridge, Mr. T. G. Shaw, Capt. W. A. Macnaghten, Colonel and Mrs. Greathed, 2 children, and 2 servants, Mr. G. Gordon, and four second-class passengers. To Madras: Mrs. J. Carruthers, child, and servant, Mr. F. B. Molony, Rev. S. Organ.

Per P. and O. steamer Ceylon, from Southampton, Jan. 20.—To Yokohama: Mr. O. Driscoll, Mr. Hall. To Shanghai: Mr. Hillier, Mr. Andrews. To Hong Kong: Assistant Surgeon McCarthy, R.N., Assistant Surgeon Fetherstonehaugh, R.N., Assistant Surgeon O'Connor. To Singapore: Mr. D'Arcy. To Penang: Mr. and Mrs. J. Allan and child. To Ceylon: Mr. Harding Cameron, Mr. J. G. Morley, Capt. Smith, Ensign Preston, Ensign Fulton.

From Marseilles, Jan. 28.—To Hong Kong: Mrs. Armstrong, Miss Caldwell, Mr. J. and Mrs. O'Dell, Mr. W. L. O'Dell, Mr. T. E. Mercer. To Singapore: Miss Mary Thompson. To Ceylon: Mr. T. Helmer.

Per P. and O. steamer, from Southampton, Feb. 4.—To Shanghai: Mr. R. Haslam, Mr. Carles. To Singapore: Mr. J. C. Ker.

From Marseilles, Feb. 12.—To Yokohama: Mr. J. P. Mollison. To Shanghai: Mr. S. Brown. To Hong Kong: Mr. and Mrs. Alfred Hancock, Mr. R. Watmore. To Singapore: Sir P. and Lady Maxwell, Miss Maxwell.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by this opportunity are to the 15th Nov., but there is nothing of any importance. The following telegram, received on the 5th, has however caused considerable excitement :—

Shanghai, Dec. 7.

Intelligence received here announces that a political revolution has taken place in Japan. The Tycoon has resigned. It is supposed that the foreign relations of Japan will not be prejudiced by the change. An adjournment of the opening of the new ports for a few months is, however, considered probable.

The following is an extract from another letter from Mr. Seare :—At Osaka the authorities are making rapid progress with the works: they have established a regular board of works on the spot. Hundreds of workmen were hard at it when I left on Sunday last—making the sea wall—pulling down houses, filling up the hollow places, &c., &c. I can assure you that the Government is thoroughly in earnest, and with the amount of labour at their command I see no reason whatever to prevent their fulfilling their promise of having the concession for foreigners ready by the 1st of January.

The ground plan has been slightly altered. On remeasurement the settlement turns out to be a little larger than was at first estimated; it contains 14,300 tsuboes. Additional ground is to be got also by reducing the width of the roads from 35 to 30 feet; and by making the lots slightly smaller, varying from 305 to 384 tsuboes, save two lots which measure 244 and 248 tsuboes; they have thus been increased in number to 28. The main points of the plan are preserved; the bund will still go all round the settlement, and the two bisecting thoroughfares will be retained, slightly diminished in width, as I have said above. I do not send you a copy of the amended plan till it has received the sanction of the Ministers, but it will be in the hands of the merchants of Yokohama, of course, in ample time.

The conditions of sale are also before the authorities, but I have not yet received their decision upon them. They will in many points be the same as those of the Bluff Land sale at Yokohama. The main points of difference proposed are: that one firm or other purchaser shall only be allowed to purchase one lot, and that no leases shall be transferable under a term of three years—save in the event of death or bankruptcy, and then such lease shall only be transferable to a purchaser not

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already a holder. All this has been proposed in order to shut out mere land-speculators. I hope sincerely that these proposals will receive the sanction of the Powers that be.

The settlement at Kobe is simply a "magnificent" site. A finer situation for a great city does not exist, I believe, in the whole world. There are noble mountains in the rear, and the plain slopes downwards from their feet, gradually, to the shores of a lovely bay. I went partly over the ground intended for the settlement yesterday with the Vice-Governor. It measures in round numbers 70,000 tsuboes, and he told me there were between four and five thousand men then employed upon the works. The sites for the Custom-house and bonded warehouses are already determined on. The Custom-house is to be a building of pretence, two stories high; the lower part for commercial, the upper part for political uses. The plan for so large an area as I have mentioned—70,000 tsuboes, will naturally take some time to prepare, but the Ministers ought to have it very shortly.

CHINA.

—o—

SHANGHAI.

The dates are now down to the 25th Nov. The following is a letter from Newchwang:—

"The season is one of extraordinary mildness. The wild fowl have not yet been tempted away, and all the reports from the upper course of the river induce a belief that ships may remain with impunity until the end of the month. A grave responsibility thus falls on masters of vessels, who relying on the early appearance of ice in some former years, may have, without reaching the river, presumed that the port would be closed, and at once made use of the clause on their bills of lading, which permits them—should such be the case—to land their cargoes at Chefoo. The business year closes with most satisfactory results and most hopeful prospects. Despite the present lowness of price, the quantity of opium imported will equal that of the preceding year, whilst manufactures of every description have enjoyed an unlooked for popularity."

The Customs Report of trade at Shanghai for the month of September shows a decrease in the import of Grey Shirtings from 236,000 to 93,000, as compared with the previous year; of T-Cloths from 37,000 to 20,000; of English and American Drills from 24,000 to 228; of Camlets from 17,000 to 5,000; of Long Ells from 23,000 to 11,000; of Coals of all sorts from 17,000 to 4,000 tons; and of Iron from 11,000 to 2,000 piculs. Lustres, almost alone, show an increase from 8,000 to 28,000 pieces. Chintzes are nearly the same as last year.

A meeting of the North China Insurance Company was held on the 18th. Present Messrs. Bryans, chairman, Lavers, Bell, Duncanson and Michie, directors, and several shareholders.

The CHAIRMAN, referring to the motive of the present meeeting, which had been adjourned from the 18th ult., to hear the opinion of the directors regarding the advisability of establishing a separate agency in London, read a resolution passed at the commencement of the present triennial term, to the effect that the agency should be left in Messrs. Ashton and Co.'s hands. This resolution had been communicated to Messrs. Ashton in a manner which would lead them to suppose that the agency would be left in their hands during the whole of the term; and the directors were of opinion that to take any contrary action previous to the expiry of that term would be a breach of faith. The directors would, of course, bow to the wishes of the shareholders in the matter, but he had no doubt that a knowledge of the circumstances had induced a change in public opinion since the last meeting.

In reply to a question by Mr. GROOM, the Secretary said that the meeting in which the resolution referred to by the chairman had been passed comprised 29 shareholders, representing 119 shares.

The CHAIRMAN added that the directors had also been asked to give an estimate of the probable yearly cost of a separate agency. They could, of course, only do so approximately; but thought it would probably be €3,000 to £3,500. He would be glad, now, to hear any remarks by the gentlemen who had been active at the last meeting.

Mr. MAITLAND still thought the general opinion of the shareholders was, that the agency should be carried on independently. When he brought a proposal for the establishment of a separate agency before the last meeting he certainly was not aware of the existence of that resolution. It seemed extraordinary that the company should be bound by it. There might be many reasons—40, 50, or 100—why a company should take its agency out of the hands of persons previously employed; thought it was neither necessary nor advisable to bring them all forward. It was sufficient to say that it was to the interest of the company to take the proposed step, and he thought if the matter were laid fairly before the London agents they would see that it was so. Many people would take shares in the company if its agency were conducted separately, who would not do so now. It was the duty of shareholders to look after the interests of the company, and to do whatever they thought most conducive to those interests; and he certainly thought it was advisable to establish a separate London agency before the commencement of the new term.

Mr. DUNCANSON: Mr. Maitland had said there might be forty, fifty, or a hundred reasons for changing the agency. Perhaps he would give half a dozen of them.

Mr. MAITLAND had also said that it was not desirable to specify the reasons which might exist. The one he had given, that it was to the interest of the company, was quite sufficient. He proposed:—

"That on and after the 1st July, 1868, or as soon after as possible, the business of the company in London be placed in the hands of a secretary, who shall act under the supervision of a consulting directory, to consist of three shareholders."

Mr. OVERWEG seconded the proposal.

Mr. GROOM had asked that the question should be adjourned from the previous meeting, not because he was opposed to a separate agency, but to give the shareholders time to examine the position. They now found that a resolution had been carried at a previous meeting, with only one dissentient voice out of twenty-nine, in favour of the agency being left in Messrs. Ashton and Co.'s hands. Being informed of this resolution Messrs. Ashton had probably gone to some expense with a view to carry on the agency; and he thought that unless some plain and good reason were given for the change, it would be unfair to remove the agency from their hands. To do so would be to cast a slur on their good name. He had no doubt that, if it became generally known that they had been first appointed agents for the whole term of the present company, and that the agency had been withdrawn from them before the expiry of that term, their credit would suffer. He (Mr. G.) was strongly in favour of a special agency, but did not think that, in face of the resolution just read, such should be established till the end of the current three years. The end would be met by passing a resolution to establish a separate agency at the end of that term. He would propose, therefore—

"That it is the opinion of this meeting that the interests of this company would be better looked after by a separate agency in London, and that measures be taken to establish such on the 1st January, 1869."

Mr. MICHIE seconded the amendment. He did not think the company would gain in public estimation by such a change in policy as was proposed—if the shareholders were found unanimously voting one way at one time, and another way at another time, without any ostensible change in the circumstances. With regard to Mr. Maitland's remark that they were not bound by the previous resolution, it might be true legally; but he (Mr. Michie) apprehended that the same law applied to companies as to private individuals. Neither could honourably ignore an engagement. It might have been foolish to pass such a resolution, but, having done so, they were bound to abide by it. And, after all, the matter seemed of small importance, as the company had only six months longer to run after the date proposed for the change.

Mr. MACCALL remarked that one argument used by Mr. Maitland in favour of the change had been a saving of expense; a private office would cost less than the present system. But he (the speaker) thought the expenses attending the change would counterbalance any saving during the current six months.

Mr. HOGG thought the object of Mr. Maitland's resolution had been actually accomplished, as an expression of opinion in favour of a separate agency had been obtained. They had seen the growth of opinion, from the one dissentient shareholder on the previous occasion, till it became general. A decided opinion had also been elicited from at least one director (Mr. Michie) that the present system should not be continued. Mr. Maitland's resolution was, in fact, accomplished within six months.

Mr. MAITLAND agreed that his object had been to a certain extent accomplished. But he still thought the present directors should establish a separate agency. If they did not, if they waited for the new directors to act, they would not have the office in operation till well on in the first year of the new company. And he thought it was very desirable that it should be in working order at the outset of their operation. Referring to Mr. Maccall's remarks, he (the speaker) certainly had used the argument that a saving in expense would be effected; but he had used it with reference to a term of years, not merely to six months. Mr. Michie had said the circumstances were not changed from the time when the former resolution was passed. He thought they had very materially altered. If the changes were not mentioned they were understood.

The CHAIRMAN had no doubt the present directors would act as a provisional committee, in making arrangements for the establishment of a separate agency.

Mr. MAITLAND: Am I to understand that the directors pledge themselves to act as a provisional committee to establish the new office?

Mr. HOGG thought if they did so it was not worth while to make the change for the sake of six months; but it was very desirable the agency should be conducted separately in future.

Mr. TATE endorsed Mr. Hogg's remark. As the unfortunate one who had stood alone on a former occasion, he was very well content to see the growth of the opinion he had then maintained. He thought there was no dissent from it now, but he certainly attached weight to that resolution.

A paragraph stipulating that the directors should act as a provisional committee for the establishment of the new office was added to Mr. Groom's amendment, which was put to the meeting in the following form, and carried unanimously, Mr. Maitland withdrawing his resolution:—

"That it is the opinion of this meeting that the interests of the company would be better served by the establishment of a special agency in London, and that the directors should be empowered to make the necessary arrangements for the establishment of such special agency for the new term 1869-72; the agency for the present term being left as heretofore in Messrs. Ashton and Co.'s hands."

HONG KONG.

Dates are down to the morning of the 1st Dec., and the following are the details of the

FIRE AT HONG KONG.

(From the *Daily Press* of Nov. 29th.)

A conflagration, which has proved far more extensive even than the great fire which occurred about this time last year, broke out on Thursday night about seven o'clock in a godown, partly on the Praya, and partly in a private lane leading up to the Queen's-road, adjoining the premises of Messrs. Schellhass

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and Co. The godown was, we believe, in the occupation of Messrs. Morgan, Lambert, and Co., and was filled with cotton. As soon as the cotton was thoroughly on fire the flames caught the verandahs of Messrs. Schellhass's house, which, being entirely of wood, were immediately in a blaze. By this time the fire had made itself known all over the town, and what few engines there are in readiness for such emergencies gradually collected. Bodies of police, soldiers, and sailors were marched down to the scene of the fire, and the Governor, the Commodore, Colonel Burne, and large numbers of military and naval officers were soon on the ground; but it was generally noticed that, as on the occasion of the other great fire, there was a total want of organisation and method. Everyone was ready and willing to work, but their efforts were wasted for want of concentration. Good service was done, however, by the P. and O. steam fire-engine, owing to which the fire was prevented from extending eastward. The premises of Messrs. John Burd and Co., which immediately adjoined the fire, were thus saved. The verandah was partly burned, but was pulled down in time.

By the time that Schellhass and Co.'s house was thoroughly in flames the fire crept round at the back and set on fire a large godown full of saltpetre, which emitted volumes of intensely white flame and lit up the whole harbour and western part of the town. Next door but one to the godown which first took fire was one belonging to Messrs. Gibb, Livingston, and Co., but, although completely embraced by the fire, it strangely enough escaped. As the fire was creeping on the westward the engineers blew up some Chinese houses on the Praya between the fire and the harbour-master's office, with the view of stopping the progress of the flames. Instead of having this effect, however, the explosion merely set the town alight in a new place. In a few minutes the houses adjoining those blown up were in flames, and then, having fairly seized on the thickly built Chinese houses, constructed chiefly of wood, they soon asserted a mastery over the whole district between the Queen's-road and the Praya, from Cross-roads to the harbour-master's office. The premises of Messrs. Blackhead, and Messrs. Phillips, Moore and Co. were saved by great efforts. Jervois-street has, however, been altogether swept away, together with part of Bonham-strand. The fire did not cross the Queen's-road itself, except to the extent of burning a few verandahs, which were extinguished. By pulling down and blowing up houses to the westward, the fire was prevented from spreading further down the Queen's-road than two or three hundred yards, but is still continuing its progress along Bonham-strand.

The military authorities continued to blow up houses all night, and the heavy explosions resounded at intervals above the roar of the fire and the crowds. Several accidents have taken place, though we can give but few particulars of them just yet. Some men of the 73rd were hurt, and there has been some loss of life amongst the Chinese, though this can hardly be estimated correctly at present.

November 30.

The fire, which is even yet smouldering and burning among the most densely populated portion of the city, is one that will be long remembered in the annals of Hong Kong, both on account of the vast amount of property destroyed, and the exposure which was so unhappily displayed of the total inability and absence of any one responsible person to take the lead, and direct the meritorious efforts of those who were ready and willing to work for the salvation of life and property. On all sides but one voice is heard, and that is universal condemnation of the total disorganisation which prevailed, and it is the common opinion that had such an individual been in existence, we should not be called upon to chronicle the melancholy loss of life and terrible destruction of property which occurred here on Thursday night. The whole system from the commencement was one grand and disgraceful mistake. The naval authorities squabbled with the military and snubbed the police, who, in turn, wanted to direct the energy of private individuals, and were told to go to —— for their pains. The Surveyor-General was placed under arrest by a sentry, and the Governor had some of the hose played on him. A Chinaman was allowed to stand on the roof of a house while it was blown up, and then the explosion caused the fire to break out in a fresh place. The police were nowhere, the soldiers and sailors ditto. The men were willing enough to work, but what were they to do when squabbling was going on among their officers, and contrary orders were given on every hand. It is the prevailing opinion, and there is no reason to doubt its soundness, that had some half-a-dozen houses been judiciously blown up at the commencement, the conflagration would have been stayed, or confined at all events to very narrow limits; but what could be expected, when one of the horse patrols had to ride three times backwards and forwards between the fire and one of the military magazines, before an ounce of powder could be obtained, and eventually the needful supply had to be brought on shore from the *Ocean*?

The fire originated in a godown divided by a narrow lane from Messrs. Schellhass and Co.'s premises, and facing the Praya one of a block of nine similar buildings extending to the back of Messrs. Blackhead and Co.'s premises in Queen's-road. In this godown cotton had been landed during the day, and doubtless the coolies had been smoking or using open lights according to their prevailing custom, but at all events, shortly after seven o'clock on Thursday evening flames burst from this building, and immediately communicated with the large wooden verandah on the first floor of Messrs. Schellhass and Co.'s house, which was immediately in a blaze. The venetian shutters then caught, and in a short time the whole house was on fire. Some of the most valuable property was saved, but most of the furniture, &c., was totally destroyed. At this time there was a light air from about E.N.E., but not sufficient to fan the flame to any extent. Immediately on the alarm being given, the water-police engines arrived on the spot, but although well handled their power was totally inadequate to extinguish the flames, and they could only attempt to arrest their further progress. Shortly afterwards engines (such as they are) began to arrive from all quarters; from the barracks, from the naval yard, from the other police stations, and from private houses, the P. and O. Company's, and Messrs. Jardine, Matheson and Co.'s steam engines all came to the spot, accompanied by bodies of police, seamen, soldiers, marines, and private fire-men, and commenced to play upon the fire; then arose a scene of indescribable confusion, everbody working on his own hook. The steamers *Kiu Kiang* and *Fung Shuey*, which were lying alongside the Canton Wharf, finding it rather hot work, hauled off, and made fast to buoys outside; but long before this the alarm had spread among the Chinese inhabitants in the neighbourhood, and a universal stampede took place. Coolies armed with short swords rushed about, carrying merchandise of all descriptions, which was either placed in boats which crowded to the Praya, or taken to houses deemed to be beyond the reach of the fire; and the waste ground between the Canton wharf and the harbour-master's office was crowded with spectators. At this time had some of the Chinese houses to the westward of Cunningham's godowns been blown down the fire would have been stayed. As it was, the verandahs of Messrs. John Burd and Co.'s house, next door to the eastward of Schellass's, began to take fire, but were cut away, and through the skilful manipulation of some of the hose (we believe one belonging to the P. and O. Co.'s fire engine and the other to the water-police), the fire was prevented from extending to the eastward, but to the westward the three godowns nearest the Praya, and the premises known as Cunningham's property, were in a blaze. Messrs. Gibb's large godown fronting on the Praya, standing between these and a range of Chinese houses extending westward to the harbour-master's office, and embracing the premises of Messrs. Freerks, Rodatz and Co., alone seemed formed to resist the fury of the fire, and on this the engines on the Praya played continually, and succeeded in diverting the fire from the front towards Queen's-road. About this time, and not before, the happy thought struck some one that it would be advisable, in order to stop the conflagration, to blow up some of the Chinese houses to the westward, and preparations were made accordingly. A mounted messenger was despatched to the military magazine for the necessary supply of powder, and it is reported that he had to ride three times backwards and forwards, a distance of nearly three miles, before the officer could be found who had charge of the key of the magazine. In the meantime the necessary supply was brought from H.M.S. *Ocean*, and the train was laid, but through some mismanagement or inadvertance, instead of having the desired end, this measure only brought the fire further westward, and it broke out in a fresh place in Bonham-strand. Want of water on the verge of the Praya cannot be alleged as an excuse. An unfortunate Chinaman had been seen standing on the top of these houses when the explosion took place, but he was not visible afterwards. In the meantime, the fire to the eastward was blazing up grandly. One of the godowns contained a large quantity of salt-

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petre, oil, &c., and this, combined with the cotton, threw up a splendid glare, lighting the upper part of the town and the Peak so that at times the flagstaff, 1,800 ft. above the level, was actually visible, and this blaze continued at intervals for hours. The fire was prevented from catching either of the other six godowns opposite the premises of Messrs. Arnhold, Karberg and Co., and crept round towards Messrs. Blackhead and Co.'s large stores facing Queen's-road. Making a jump of about twenty yards, the fire skirted the back of Gibb's godown, on which the hoses from the mains in Queen's-road were playing without intermission, and took some Chinese houses facing on Queen's road. Blackhead's premises were then in the utmost danger; the large wooden verandahs were dragged down and the hoses kept playing on the western side of the house. Having once caught these old Chinese houses, composed in a great measure of wood, the fire ran down the north side of the Cross-roads with the utmost rapidity and crossed over to the south side, embracing the angle of Queen's-road. Here the blue-jackets were in full force and some good work was done. Several houses were pulled down and some blown up, and the fire was prevented from extending more than about 200 yards, and diverted to Jervois-street, so that in a short time that triangular piece of ground embracing Jervois-street and Bonham-strand, and crossed by Morrison and Cleverly-streets from Queen's-road to the harbour-master's office, was, with the exception of the houses in Queen's-road, nearly all embraced by the conflagration, and the fire had certainly got the upper hand. At one time it crossed over to the south side of Queen's-road, and some of the verandahs were in a blaze, but were fortunately extinguished before any amount of damage was done. Many houses were blown up during the night, and explosions could be heard at intervals, but, as previously stated, everyone went on his own hook and did as he liked. The want of organisation was so visible that everyone remarked it. Having got hold of this densely-packed part of the town, stored too with valuable merchandise, and embracing some of the wealthiest Chinese hongs in the city, the fire continued to blaze away until after daylight, but was gradually got under, and although the ruins are still smouldering, there is no immediate danger of another outbreak.

It is, of course, impossible as yet to come to the slightest estimate of the damage done, but the loss must be very great, and much of the Chinese property was uninsured, which will bring further distress on this already sufficiently unfortunate colony. A very melancholy accident has happened. The boatswain of H.M.S. *Perseus* died in consequence of injuries sustained at the fire; two men from the *Ocean* are reported "missing," as are several Chinese, and some men of the 73rd Regiment have been injured, but the actual loss of life has yet not been ascertained. Half the inhabitants of Hong Kong were up all night watching the progress of the fire, and H. E. the Governor, Commodore Jones, Colonel Burne, the commanders of the men-of-war in harbour, and other officers, were also present. At one period, in the shifting of a hose, it is said that his Excellency received a full dose direct from the nozzle, which compelled him to retire for a time and change his apparel. But, above all, the conduct of certain Europeans must be made public. Fortunately for themselves, their names are unknown. They entered the shops of the terrified storekeepers, &c., who were endeavouring to save their property by removal, or standing gazing in fear and trembling at the approach of the conflagration near their own dwellings; these disgraces to humanity entered the shops, kicked and cuffed the unfortunate Chinese about, and helped themselves to whatever they liked. A naval officer and two other "gentlemen" were walking up Gough-street steps, and on their way the trio amused themselves with shoving down every unfortunate Chinaman they met carrying a bundle, and eventually the officer snatched a lamp from one man, who at the head of his property was piloting a gang of coolies, and when he asked for his lamp back the gallant follower of Nelson knocked him down. Pretty sport for "an officer and a gentleman." Some of the blue-jackets and marines made a dive into Messrs. Blackhead's store, for the ostensible purpose of getting a coil of rope to pull down sundry houses, but made a slight mistake and were seen to emerge with sundry armfuls of bottles, the contents of which were quickly stowed away. Altogether there was far too much "grog" knocking about, and some civilians, apparently imitating the soldiers and sailors, appeared to make the fire an excuse for getting "glorious." The Hong Kong thieves were in full force, and looting was going on to an enormous extent, but numbers were captured by the police, carrying off all sorts of strange articles, and very often the police-constables made a mistake and arrested an unfortunate man who was trying to save his own or his employer's property. Many Chinese, seeing respectable Europeans whom they knew, begged for their protection or escort for their property to a place of safety.

This morning a party of European prisoners are employed in pulling down the tottering walls, some of which are in a dangerous condition, and constables are stationed at the street corners to prevent people from passing through the ruins.

ANOTHER ACCOUNT.

Public attention has been almost entirely absorbed by the great fire here, which raged from 7 P.M. of 28th to 5 A.M. of 29th. It commenced in a European godown on the sea front, about two houses westward of Gilman's Bazaar, and, owing to a want of proper organisation of the abundant restrictive means at control, it spread westward, destroying from 200 to 400 of the better class of China houses. A large quantity of Indian cotton especially, and other merchandise, was destroyed in the European house, and few European godowns burnt; but Messrs. John Burd and Co., and Gibb, Livingstone and Co., escaped almost miraculously, and the contents of their warehouses would have largely swelled the loss already heavy. The Chinese had time to run out their goods, and have lost comparatively little in the way of merchandise, but are of course very much unsettled, and it will take them some time to resume business, and we fear will run us too close to China New Year for any extensive transactions before the spring. The losses by local and home insurance offices is estimated at about $400,000, and there may be about as much more in house property and merchandise uninsured.

The following is from the *Overland Trade Report*:—

"There is reason to hope that the cotton combination at Canton, to which readers of this *Report* will have seen so many allusions lately, is in a fair way to be crushed, if, indeed, it may not be considered as already destroyed. As soon as the designs of the Canton men who framed the resolutions of the cotton guild became known, the Hong Kong Government addressed through the Consul at Canton a strong remonstrance to the Viceroy, the result of which promises to be highly gratifying. The Viceroy communicated to the Consul his promise to impose an absolute prohibition on the measures contemplated by the guild. The guild had endeavoured to establish a system of fines to be imposed upon cotton dealers who should violate its commands by buying cotton or cotton yarn in Hong Kong, but as they are threatened with the terrific consequences of a Chinese potentate's displeasure if they attempt to carry out this idea, it may probably be regarded as a failure. The promised proclamation, indeed, has not yet been issued, and without it the guild merchants would naturally suppose that the Viceroy's despatch to the Consul was all gas, but there is no reason to believe that the Provincial Government has any intention in this case of evading a promise voluntarily made.

"The newest trouble in Hong Kong at present is the Praya difficulty. This matter has assumed a new phase. To make this understood it may perhaps be necessary to recapitulate the facts of the case. The Praya having been destroyed by the late typhoon, the local Government contends that the marine lot-holders are bound to pay a 'fair and reasonable proportion' towards the expense of repairs. There is certainly a clause in the leases which binds the lot-holders to pay towards the repair of something, but they maintain that this clause has reference to private roads, drains, &c., within their property, and not to the Praya at all. The Praya was in the first instance constructed by the lot-holders and handed over to the Government as part of the price of their lots; but being so handed over, they argue, became entirely chargeable for repairs on the public. The Attorney-General was understood to give an opinion that the lot-holders were legally responsible under the leases, but they, in reliance on their conviction that no such responsibility had ever been intended, and was inequitable in principle, broke up a conference on the subject with the Colonial Secretary, to which they had been invited by the Government, and handed in a letter, explicitly refusing to entertain the idea of contributing. The Government took umbrage at this, and after the lapse of a week or ten days, during which the lot-holders remained in the same attitude, wrote a circular letter stating that the Attorney-General was instructed to institute proceedings in the least vexatious manner possible, for the purpose of obtaining from the Supreme Court an enunciation of the law. There the matter rests just now. The Govern-

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ment letter has been considered by the lot-holders as 'insulting.' The quarrel is somewhat bitter and embarrassing, and it is difficult to see where it will end. Public opinion is decidedly in favour of the lot-holders, so far as the substantial merits of the case are concerned."

Mr. D. R. Crawford has been prosecuted for endorsing a Bill of Exchange without the paper stamp and fined $25.

Steamers will leave Hong Kong for Yokohama and San Francisco, as follows:—

Great Republic, Captain Doane, on or about January 14th, 1868; *China*, Captain Smith, on or about February 24th 1868; *Colorado*, on or about March 16th, 1868.

The *Costa Rica* will leave Shanghai two days later, to connect with these steamers at Yokohama.

REUTER'S TELEGRAMS.

The following was received on the 5th inst.

HONG KONG, Dec. 15.

Grey Shirtings and Twist: No improvement in demand.
Tea: Moderate business.
Total export to date, 94,000,000 lbs.
Exchange on London, 4s. 4d.

SHANGHAI, Dec. 7.

Grey shirtings, 6½ catty, 2.60 taels.
Tea—Congou advancing.
Silk declining.
Settlements in fortnight, 1,350 bales; export to date, 37,500 bales.
Exchange on London, 6s. 0¼d.
Freights—Tea and Silk, £3.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.

BIRTHS.

BURN—On the 3rd Dec., at Singapore, the wife of Lieut. H. Burn (late Indian Navy), Master-Attendant, Singapore, of twins—a girl and a boy.

BONHAM-CARTER—On the 29th Dec., at 91, Gloucester-terrace, Hyde-park, the wife of Henry Bonham-Carter, of a son.

BUSH—At Hong Kong, on the 15th Nov., Mrs. L. L. Bush, of a daughter.

CONNOLLY—On the 5th Jan., at Clunagh House, King's County, Ireland, the wife of A. Connolly, Esq., J.P., of a son.

DAVIDSON—On the 2nd Jan., at 18, Westbourne-terrace-road, Hyde-park, the wife of W. M. Davidson, Esq., of a son.

HARBIN—On the 2nd Dec., at Singapore, the wife of C. O. Harbin, Esq., of a daughter.

JOHNSTON—On the 9th Jan., at 100, Gloucester-terrace, Hyde-park, the wife of A. R. Johnston, Esq., of a daughter.

LAPRAIK—On the 20th Nov., at Caine-road, Hong Kong, the wife of Mr. John Lapraik, of a son.

MOULE—On the 2nd Jan., at Fordington Vicarage, Dorchester, the wife of the Rev. G. E. Moule, Missionary to China, of a son.

WATSON—On the 28th Dec., at 35, Norland-square, Notting-hill, the wife of A. Watson, Esq., of the Chartered Bank I.A.C., Rangoon, of a daughter.

MARRIAGES.

FINDLAY—FOTHERINGHAM—On the 1st Jan., at the Scotch Church, Regent-square, by the Rev. R. Redpath, Mr. James Findlay, late of Elgin, to Catherine, only daughter of the late John Fotheringham, Esq., of 2, Queen's-terrace, Camden-road.

JAMIESON—CRONIN.—On the 4th Jan., at the Church of the Holy Trinity, Cork, by the Rev. John Connolly, M.A., R. Alex. Jamieson, Esq., M.A., late of Shanghai, to Kate Gertrude, youngest daughter of the late D. Cronin, Esq., of Blackrock, Co. Cork. No cards.

PERCEVAL—O'BRIEN.—On the 2nd Jan., at Limerick Cathedral, by the Hon. and Ven. Archdeacon Harris, Charles Spencer Perceval, Esq., of Lincoln's-inn, barrister-at-law, Fellow of Trinity Hall, Cambridge, to Mary Ellen Vere, eldest daughter of the Hon. Robert O'Brien, of Old Church, Limerick.

DEATHS.

COOK—On the 3rd Jan., at 47, Portland-place, James Cook, Esq., in the 76th year of his age.

FITOCK—On the 2nd Jan., at Southsea, suddenly, James Fitock, Esq., of H.M.'s, Dockyard, Portsmouth, aged 27. Friends please accept this intimation.

FOURNEAW—On the — Nov., at the residence of Messrs. Beynvaan Brothers and Co., Hong Kong, Capt. D. Fourneaw, of the French barque Nelly, aged 43.

HANCOCK—On the 6th Jan., at Paris, of asphyxia, on her way home from China, Sarah Anne, wife of Herbert Hancock, Esq., of Shanghai.

POWLES—On the — Nov., at Peking, Dr. Powles, Medical Officer to H.B.M.'s Legation, Peking, having survived his wife only a few weeks.

SANDEMAN—On the 9th Jan., G. G. Sandeman, Esq., of Messrs. G. G. Sandeman, Sons, and Co.

WILSON—On the 21st Nov., at Hong Kong, Capt. George Wilson, many years in the employ of Messrs. Dent and Co.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The import market has been almost at a standstill. Some few sales of Grey Shirtings have been made at previous rates. In Cotton Yarn a considerable decline has taken place, owing to larger arrivals from China, and even at the reduction it has been difficult to place any count 28s. to 32s. Camlets: For good assortments there has been some little inquiry, and rates have remained firm. Of White Shirtings sales could only be effected at a reduction on quoted rates. Velvets have been rather more inquired for. Fancy goods have been in most cases unsaleable, except for especial colours or certain assortments. In Metals there has been a small inquiry for Nail Rod Iron at unremunerative rates.

SHANGHAI.—Cotton Goods: There has been for the most part a dragging business during the period under review. Grey Shirtings, 8¼lbs. weight, exhibit a decline of 5 candareens per piece as compared with those ruling last mail; the demand has latterly been sluggish, in consequence of the approaching closing of the Northern ports. For White Shirtings there has been a fair demand, their low values having attracted the attention of buyers. T-Cloths have met with only a small inquiry, and to effect sales lower prices have in some instances been submitted to. Fancy Goods have been most difficult to move, at even the low rates ruling. Woollens: Spanish Stripes have been taken to a fair extent at very low prices. For Medium and Habit Cloths the inquiry has been of the faintest description. Camlets of SS make have been in good demand at the low marginal quotations. Long Ells, both Scarlet and Assorted colours, have been dull of sale. Lastings have not been asked for. Plain and Figured Orleans have further declined in value. Metals: Flat and Round Nail Rod Iron and Hoop Iron have advanced 20 to 40 candareens per picul, and business has been restricted by the almost total absence of stocks. Lead has been taken to a moderate extent for Chinese Government requirements. Tin Plates and Steel have continued in demand at higher figures.

HANKOW.—The demand for manufactured goods has been again small, but the prices have been fairly supported, and in some instance show an advance on last mail's quotations. Grey Shirtings have been in but limited inquiry, but higher prices have latterly been established; say tls. 2.3.8. to 2.4.2 per piece for 7 lbs., and tls. 2.6.2. to 2.5.5. for 8¼ to 8½ lbs. weight. White Shirtings have met with but little favour. T-Cloths have met with a small demand, but the improvement noticed in last report has been since lost. Fancy Cottons have found buyers, and Dyed Damasks and Brocades of suitable assortments, being scarce, are rather firmer. Camlets have continued in demand at last values. Lastings have only been saleable in small lots. Long Ells have met with little attention, and a reduction of 1 mace per piece has been established in the value of HH. goods. Figured Orleans have been neglected and prices have a weakening tendency. Metals, Lead, and Quicksilver, are unchanged in value, and for the latter there is still some inquiry.

NINGPO.—The imports have included 25 bales of Grey Shirtings, 8 bales American Drills, and 127 bales other piece goods. Also 2,527 slabs of Block Tin, which is in demand at quotations. Quotations are:—Shirtings, Grey, 5½ catty $2.80, 6½ catty $3.20, 7½ catty $4.60. White Spot, $3.90. Dyed Spot, $3.60. White Brocades, $4.10. Dyed Brocades, $4.50. American Drills, 40 yards, $5.10 to 5.60. English Drills, 30 yards, $4.10. Camlets, $18. Long Ells, scarlet, $19 to 19.50, assorted, $9 to 9.50. Spanish Stripes, Lustres, $8. Lead, 7.20. Tin, Block, $25.80; Plates, $9. Iron, Nail Rod, $3.80.

HONG HONG.—Grey Shirtings: Have received only a very limited amount of attention and the majority of the goods sold have been at $3.15, which may be considered the best price for average quality goods. Sales reported embrace 6,000 pieces in all, say 500 pieces 7lbs. at $2.40 and 5,550 pieces 8¼ lbs. at $3.15 to 3.20. White Shirtings: Have been entirely neglected, and the only transaction reported is a parcel of 400 pieces common 56 reed at $2.35 to 2.55. T-Cloths: A decline in the last ruling rates for these goods must be reported, but notwithstanding the concessions made by holders meeting the market, only a small business has been done and very small portion of which has been sales to arrive, dealers having had an opportunity of supplying their wants to a limited extent at public auction. Transactions embrace 13,755 pieces, say 700 pieces, 6 lbs., at $2.25; 9,875 pieces, 7 lbs., at $2.70 to 2.90; and 3,180 pieces, 8 lbs., at $3.45 to 3.50. About 4,000 pieces damaged have been disposed of by auction. Fancy Cottons: The only business during the fortnight comprises 240 pieces Eyed Spots, at $4.25; 240 pieces Dyed Brocades, at $4.40; and 600 pieces Turkey Red, at $2.95 to 3.10. Drills: A sale of 1,100 pieces English is reported at $2.40. Woollens of all descriptions have shared in the general dulness prevailing, and attracted scarcely any attention; 900 pieces Long Ells and 72 pieces Medium Cloth have been placed at auction. Other transactions comprise 48 pieces Medium Cloths at 80 cents to $1.40 per yard; 100 pieces Spanish Stripes, at 87 cents; 410 pieces Camlet, at $17 to 17.30; 220 pieces Lastings, at $16 to 18; and 200 pieces Long Ells, at $9.20. Cotton Yarn: Affected by the combination of the cotton guild and yarn merchants, this article has been without the least inquiry throughout the fortnight, and the only transaction is a lot of 130 bales sea damaged placed at auction, and which sold heavily. Metals have been in moderate demand, but there is no special feature to report. Sales include 2,200 piculs Nail Rod Iron, at $3.30; 2,000 piculs Bar, at $3.05; 1,200 piculs Hoop, at $3.75 to 3.95; and 700 boxes Tin Plates at $6.95 to 7.00.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—There is no new feature to report in the business done during the fortnight. The China, from San Francisco, having brought unfavourable news of the home markets, tended to slacken business for the moment, but, large arrivals from the country having come to hand in the meantime, there is now a plentiful supply on offer, and musters are brought forward more freely; consequently, business has been again resumed, causing settlements to reach about 4,000 piculs. Good Common and Medium leaf has been purchased at much lower rates, but the higher grades do not show any decline on former prices. Stocks were heavy, being estimated at about 7,500 piculs. Quotations are:—Common to Good, $18 to 23 per picul; Medium, $24 to 26 do.; Good to Fine, $28 to 30 do.; Fine and Finest, $31 to 36 do.; Choice, $38 to 40 do.

SHANGHAI.—Black Teas: The continuing decrease in supplies has kept the market very firm, and more than three-fourths of the moderate settlements have been by one firm. There is no change to note in prices, which are still twopence for Oopacks and one penny for Oonams above the equivalent of last London quotations. The stock is being gradually absorbed, and there is no reason to expect any decline in prices. Recent arrivals have been nearly all common Oonams, of which the stock now chiefly consists. Settlements have been as follows:—3,100 chests common Oopack and Ningchow, at tls. 19 to 21; 1,200 chests common Oonam, at tls. 16.5 to 18.5. Reshipments, 1,800 chests. Stock, 53,000 chests. Green Teas: The arrival of the American mail, via San Francisco, on the 14th of November, caused a momentary depression in the market, but buyers soon recovered from the effects of the advices received, and settlements proceeded on the former scale at fully former prices. Second and third crop Teenkais and Moyunes of inferior quality and proportion have been bought at four and five taels over what was paid for the first crops six weeks previously. This activity is partly to be attributed to a belief that the whole crop will be less than last year's; this cannot yet be predicted with any certainty, but there is no doubt that the demand will stimulate growers to pack all the leaf they can collect. The stock comprises very little that can be called even by comparison fine tea. About one-fifth of the settlements have been for the English market. The fortnight's settlements comprise:—19,000 half-chests, fair to fine Moyune, at Tls. 36.0.0 to 43.0.0; 9,500 half-chests, common to fair Fychow, at Tls. 28,0.0 to 34.7.5; 6,700 half-chests, fair,

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to fine Teenkais, at Tls. 36.0 0 to 43.5.0; 4,900 half-chests, common to fair Pingsueys, at Tls. 28.0.0 to 36.0.0; 1,500 half-chests, common Shanghai packed, at Tls. 27.0.0. Re-shipments, 7,000 ½ chests. Stock, 33,400 ½-chests Fychow, Tienkai and Moyune, 4,700 Pingsuey, and 2,500 Shanghai packed, in all, 40,600 packages.

HANKOW.—Advices dated 19th November state that 3,400 chests black tea had been settled during the fortnight, and 3,500 chests sent forward to Shanghai on native account. The prices paid were about the same as last mail, the tendency of the market being in favour of sellers. There were only 700 chests in stock, and future receipts will be very trifling. Quotations:—Oopacks, common to fair, tls. 13.2.5 to 15.5; Oonams, common, tls. 11.2.5 to 12.

KIUKIANG.—Black Teas: 3,500 packages Ningchow and Hohow had arrived during the fortnight, all being at once sent on to Shanghai. Green Teas: The arrivals during the fortnight comprised 32,500 half-chests. The teamen were very firm early in the fortnight, but towards the close of business seemed more ready to meet buyers. Some 10,000 packages remained in stock, not more than 40,000 more being expected for the season.

FOOCHOW.—Congous: There has been a moderate business during the fortnight. No change is reported in prices, though Teas with an approach to any flavour (of which very few now remain) may be called worse value. Teas still lay down over latest London quotations' Oolong: The news from America having kept buyers back, only one small parcel has been settled, and the teamen will now have to submit to lower prices. Congou: Settlements reported are 9,868 chests, 13,246 half-chests and 618 boxes, at Taels 4.5 to 18.5; say 2,757 chests and 2,762 half-chests at Taels 4.5 to 12.5 for Dust and Broken Leaf; 4,289 chests, 5,395 half-chests, and 148 boxes, at Taels 12 to 15 for Common to good Common; and 2,822 chests, 5,082 half-chests, and 470 boxes at Taels, 16 to 18.5 for Flavoury to good flavoury. Souchong: On fine (1st crop), 306 chests at Taels 30 Common to fair, 388 chests at Taels 16.5 to 19.5. Pekoe: Fair mixed leaf, 100 chests at Taels 26.5. Oolong: Good cargo to superior, 1,136 half-chests at Taels 21 to 24. Scented: Fair, 270 boxes at Taels 21.

CANTON.—A limited business has been transacted during the fortnight, and prices may be quoted unchanged. Stocks of Country Congous are slightly increasing, while stocks of Canton leaf are rapidly decreasing. Country Congous: About 1,000 packages have arrived, and the only settlement since the last advices has been part of a chop, about 300 half-chests, at Tls. 22, for repacking purposes. The present stock is about 8,000 packages or 16 chops, for which the teamen continue extremely firm. Country Greens: There is no change whatever to notice in these kinds. Canton-made-Teas: About 1,500 boxes district Congou have been taken at from 21 to 28 Taels; all available leaf for this class of Tea is now finding its way to Macao, where prices continue to advance. Of Scented Orange Pekoe some 4,000 boxes have been placed, and of Scented Caper 3,000 boxes; the present stock of the former is estimated at 16,000 boxes, and of the latter about 14,900 boxes. Gunpowders have attracted rather more attention then usual, about 3,500 boxes having been booked during the fortnight, with a stock remaining at market of about 16,000 boxes.

SILK.

YOKOHAMA.—The arrivals this fortnight have been considerably in excess of the settlements, and the gradual increase of the stock, which is estimated at from 1,200 to 1,500 piculs against 500 last year same date, is a favourable feature in the position of the market. The news received by the European mails of 11th and 10th September and the Pacific mail of October have rendered buyers in general very diffident, and purchases on a moderate scale have been effected at reductions of $10 to 30 for Mybash and Koshiu on last quotations. Holders of Oshiu remain firm. The settlements of the fortnight consist of 220 piculs of Hank Silks, 40 of Koshiu, and 40 of Oshiu and other Silks, say in all 300 piculs. Total settlements since the beginning of the season amount to about 3,500 bales, against 5,900 in 1866-7, and 5,600 in 1865-6 same period. The quotations are:—Mybash and Sinchu, Extra, $820 to 850; Best, $780 to 810; Medium, $720 to 760; Inferior, $650 to 710. Oshiu, Extra, $810 to 830; Best, $660 to 800; Medium, 700 to 750; Inferior, $620 to 670.

SHANGHAI.—But little alteration has to be reported in the silk market since last report, and quotations remain as before. Arrivals from the country on native account are mostly composed of inferior classes, and if the paucity of good silk is any criterion of a short supply, the indication of such scarcity is now very marked. Settlements of China silk for the fortnight 1,900 bales.

CANTON.—Moderate settlements have continued during the fortnight; the sixth crop has arrived at market and a small supplementary crop may yet be expected, but stocks of the finer classes are all at market, and the season may virtually be said to be drawing to a close; the seventh crop being composed chiefly of the coarser kinds.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales
From June 1 to Oct. 31, 1867	294506	42319808	33487599		8601744	84703657	38625
Corresponding period last season	215167	41081136	33072224		9169323	83537850	22616

SHIPMENTS SINCE.

	Ship.	From		
Nov. 19 ...	Island Queen	... Foochow	... 614,900	
— 23 ...	Auburn	... Canton	... 423 199	
— 24 ...	Corea	... do.	... 669,200	
— 26 ...	Imperatrice, P.M.S.	... Shanghai	... —	970

TO UNITED STATES.

							Pcls.
From June 1 to Oct. 31, 1867	...	...	...	...	...	12517495	426
Corresponding period last season	...	...	...	...	...	10032340	191

SHIPMENTS SINCE.

	Ship.	From		
Nov. 12 ...	Ensign	... Shanghai	... 539,506	
— 15 ...	Margarita	... Foochow	... 372,400	
— 16 ...	Solent	... do.	... 826,700	
— 16 ...	Dilpusand	... Shanghai	... 784,268	
— 16 ...	Golden State	... Amoy	... 745,266	
— 18 ...	Royal Berkshire	... Shanghai	... 434,476	
— 20 ...	Etha Rickmer	... do.	... 292,470	

TO THE CONTINENT

							Bales
From June 1 to Oct. 31, 1867	...	...	...	...	...	508136	—
Corresponding period last season	...	...	...	...	...	957500	—

SHIPMENTS SINCE.

	Ship.	From.	
	None.		

TO AUSTRALIA.

From June 1 to Oct. 31, 1867	7,668,975 lbs.
Corresponding period last year	7,169,338

SHIPMENTS SINCE.

	Ship.	From.	
Nov. 11 ...	Catherina	... Foochow	... 413,000
— 19 ...	Union	... Hong Kong	... 65,280
— 14 ...	Costa Rica	... Foochow	... 200,000
— 15 ...	M. str. Sass	... do.	... 894,500
— 23 ...	Francis Henry	... do.	... 499,000

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. ...	4s. 5½d.	4s. 6d.	4s. 6½d.
Shanghai ,, ,, ...	6s. 0d.	6s. 0½d.	6s. 1d.
Canton ,, ,,	4s. 4d.	4s. 4½d.	4s. 5d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 3d.	4s. 3½d.	4s. 4d.
Manila ,, ,, ...			

Later quotations will be found in the Telegrams in another column.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Nov. 18, Patna; from Cardiff, 22, Glenaros; from Rio Janeiro, 18, Guam. (Previous to Dec. 9, from Cardiff, Royal Diadem, Sir Ralph Abercrombie, Maria; from Tyne, Hindostan, Chillingham—reported by telegram.)

At HONG KONG and CANTON.—From London, Nov. 18, Gresham; from Liverpool, 17, Petchelee; from Swansea, 18, Drydens; from Hamburg, 26, Overman; from New York, 17, Southern Eagle; from Havana, 24, Hong Kong. (Previous to Dec. 9, from Birkenhead, Kingfisher; from Cardiff, Margot—reported by telegram.)

At MANILA.—From Liverpool, 20, Dagmar; from Aden, Sandringham.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For New York, Nov. 20, Etha Rickmers.

From FOOCHOW.—For London, Nov. 19, Island Queen; for Channel, 10, J. H. Schwanson; for New York, 10, Ocean Chief; 15, Margarita, Solent.

From AMOY.—For New York, 16, Golden State.

From HONG KONG and CANTON.—For New York, Nov. 21, Atlantic.

From MACAO.—For London, Nov. 21, Auburn; 24, Corea; for Falmouth, 18, Meptista; for Callao, 16, Blanche; 17, Pedro I.

From MANILA.—For Liverpool, Nov. 19, Eleutheria; for Liverpool, *via* Cebu, 8, Philip Nelson; for Cork, Ercilla; for New York, 21, Caduceus.

VESSELS LOADING.

At YOKOHAMA.—None.

At SHANGHAI—For London, Tyburnia, Vigil, Chanticleer, Tamerlane, John Lidgett; for New York, Eva, John Banks, Lota, Royal Minstrel, Yeavering Belle.

At FOOCHOW.—For London, Lauderdale (full), Shelbourne, 'Ailsa Craig, Cingala, Newcastle, Elizabeth Nicholson; for New York, Ferenia, Dannevirke.

At HONG KONG and CANTON.—For London, Southern Cross, Art Union; for New York, Nellie Chapin.

At MANILA.—For London, Ospray, Southern Belle; for Cork, Doriga; for Copenhagen, Havfruen; for Hamburg, Voladora; for Cadiz, Concepcion, Elise, Tetuan; for New York, Agnes, White Swallow; for Boston, Bengal, Madeira.

COMMERCIAL POSTSCRIPT.

The Union Bank propose a dividend of 15 per cent.; the National Discount Company 15 per cent.

A composition of 10s. has been proposed and recommended by a committee on the estate of Messrs. Nixon and Killick, of Manchester.

At the weekly meeting of the committee for managing the affairs at Lloyds, Rear-Admiral Halsted, the secretary, sent in his resignation, which was accepted.

The quantity of tea afloat, not including this mail's advices, is 32,700,000 lbs. Ten vessels are now overdue.

ARRIVALS NOT IN THE TABLES.—Jan. 8, at Falmouth, from Saigon, Venus; 9, at Deal, from Foochow, Maiden Queen; in the Downs, from Zebu, Abbotsford; off Queenstown, from Maulmain, Lady Milton; in the Downs, from Manila, Evangeline; off Penzance, from Shanghai, Jubilee; 10, at Deal, from Colombo, Mars; at Queenstown, from Manila, Cosmos; off the Lizard, from Canton, Chanticleer; 11, at Deal, from Shanghai, Invincible.

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DEPARTURES.—Jan. 8, from Cardiff, for Hong Kong, Willy; from Liverpool, for Singapore, Moss Trooper. The Agamemnon str. leaves Liverpool on 16th for Singapore and China; from Liverpool for Shanghai, Lieutenant; 9, from Sunderland, for Batavia, Robertus Hendrikus.

LAID ON.—At Glasgow, for Singapore, Edinburgh Castle.

SPOKEN.—Borneo, Padang to Boston, Oct. 27, lat. 32, lon. 19.; James Russell, Hong Kong to the Clyde, Dec. 7, 28 N., 37 W.; Caranjah, Foochow to London, 47 N., 12 W., short of provisions; Bolden Lawn, Ceylon to London, Jan. 5, 49 N., 16 W.

APPOINTMENTS.—The following appointments have been gazetted:—William Keswick to be member of the Legislative Council, Hong Kong; Francis Gerhard Myburgh, Esq., now Her Majesty's Consul at Kanagawa, to be Her Majesty's Consul at Hiogo and Osaka; Lachland Fletcher, Esq., to be Her Majesty's Consul at Yedo and Kanagawa; William Willis, Esq., to be Her Majesty's Vice-Consul at Yedo and at Kanagawa; and John Frederick Lowder, Esq., to be Her Majesty's Vice-Consul at Hiogo and Osaka; Sydney Locock, Esq., now Secretary to Her Majesty's Legation in Japan, to be Secretary to Her Majesty's Legation at the Hague; and Francis Ottiwell Adams, Esq., now a Second Secretary in Her Majesty's Diplomatic Service, to be Secretary to Her Majesty's Legation in Japan.

BANKRUPTCY CASE.—IN RE H. R. BEAVER.—The bankrupt, described as late of Liverpool, out of business, was formerly a member of the firms of Cumming, Beaver, and Co., of Singapore, and of J. B. Cumming and Co., of Leadenhall-street. He ascribes his failure to losses on shipments inwards and outwards. The liabilities are stated at £91,219, of which £83.909 are in respect of the late firm of J. B. Cumming and Co., who stopped payment in September, 1866. This was the first sitting, but no assignee was chosen. The next sitting was appointed for the 21st of February.

THE CIVIL SERVICE FOR CHINA AND JAPAN.

[To the Editor of the *London and China Telegraph.*]

SIR,—The system which is followed in the selection of persons destined for the Civil Service in China and Japan is confessedly of the greatest importance. The acquirement of the language is acknowledged to be a work of the most serious difficulty, requiring not only aptitude but extreme perseverance, and that for a lengthened period. To perform their duties efficiently, our consuls and their assistants, the interpreters, and others ought all to master the subject; for, without the power of both speaking and writing the native languages, how can the interests of British subjects in those countries be attended to properly? Both the Chinese and the Japanese pride themselves upon the beauties and refinements of their languages, and cannot but look with contempt upon those who, as agents of the Imperial British Government, are so much below their own scholars in attainments, and are always dependent upon native help in the transaction of business.

And this will be so as long as the Civil Service Commissioners—instigated by the Foreign-office—entirely set aside the consideration of any acquirement which an enterprising candidate may possess in either of those languages. The excuse for this will be that there is no one to teach Chinese, and no one to examine those who may possess this knowledge. But the former of these pleas is groundless, for the Council of King's College, on the urgent recommendation of Sir George Staunton, appointed a Professor of Chinese twenty years ago, and has supported that Chair ever since. And the Council of University College had a similar professor for some years, until his death, when it was felt to be useless to appoint another, as no pupils and no encouragement were forthcoming; and in that institution is buried a most valuable library of Chinese literature, utterly useless, because never wanted. As for the want of an examiner, why could not the employes of the Government—some of whom are always on leave in this country—be requested to prepare examination papers for candidates? There is no reason on the side of the Commissioners in neglecting this important item of their requirements for the Civil Service in China. Plain handwriting, proper spelling, the first four rules of arithmetic, with a smattering of French and Latin displayed in making translations, are very well to begin with; but the China service requires a knowledge of Chinese, just as much as the India service requires a knowledge of Sanscrit; and if we are to avoid complications and misunderstandings with these peoples we cannot dispense with such knowledge. An Englishman can, of course, learn Chinese as well as a Chinaman if he only begin betimes and have sufficient perseverance; and if, instead of discountenancing the study of Chinese, the Civil Service Commissioners were to require it as a supplementary subject of examination—with which might be joined international law and law procedure for consular courts—to be passed six months or a year after the ordinary or preliminary examination, the most beneficial results must soon become apparent. The youth would find when he arrived at his post that he had a considerable knowledge of his subject, and that it was not that dry and difficult study which he imagined. The Chinese and the Japanese have not thought it an unnecessary arrangement to found imperial colleges for the express purpose of studying the languages and sciences of Europe under European professors, and if we are to keep pace with these semi-civilised nations we ought to exact from our agents in the East, before their appointment, some satisfactory knowledge of these languages.

The unreasonableness of the present system has been impressed upon my mind by a recent case in which a young man, who had for eighteen months devoted himself diligently to the study of Chinese, and according to the judgment of his teacher had done so with great success, had been debarred from an appointment because he was not allowed to display his acquirements, for the Civil Service Commissioners considered them of no value whatever. I have deemed the subject worthy of an appeal to your powerful agency, and I shall be pleased if you think these remarks suitable for insertion in your admirable paper.—I am, Sir, yours, &c.,

Jan. 9. H. K. G.

CHINA CLAY IN PIECE GOODS.

In our issue of December 28 we briefly noticed the trial of Mody v. Gregson for damage to shirtings in consequence of containing deleterious matter. The opinions of Baron Bramwell are so very decided that we give them in full:—

The learned Judge, in summing up, said he quite agreed that this was an important case. The amount at stake was very considerable, and it affected the character of the defendant, who was charged with what he hoped would always be considered a most improper practice, namely, with adding matter to his goods in order to increase the weight, so that the customer might pay for a weight which he really did not receive, the customer supposing that he was receiving 7lb. of the article when one-seventh was useless material. Under the circumstances, he thought an indictment for obtaining money under false pretences could not be maintained; but he was pretty sure that an indictment for conspiracy could be, if it could be proved that the manufacturer of the goods adulterated the goods in the way imputed in the case, and then employed somebody privy to it to sell them to another party who had no knowledge in the matter. Those persons would find themselves in a very unfavourable position if they found themselves indicted for a conspiracy to defraud. The case was also a very important one, so far as the honour of the British manufacturer and merchant was concerned, and, therefore, he had been sorry to have heard references to the "poor" manufacturer during the progress of the case. However, counsel must never be supposed to be speaking their own opinions; they were only doing that which was their duty to do, namely, advocating the cause of their client, and putting forward such topics as might reasonably be supposed to serve him, leaving them to be judged of by those who had to express an opinion upon the matter. But he could not for his own part understand how it could be tolerated that any man could commit such a fraud as that imputed in this case, and suppose that a man had a right to say "I profess to sell you 7lb. weight of cotton together with such starch as is necessary to use for the purpose of manufacture, and in the 7lb. there is 1lb. of useless clay, which I have only put in in order that I may weigh it, and get a price from you which I would not otherwise have got." Such a thing as that was a gross fraud, and in his opinion, if committed by one man in collusion with another both would have committed a criminal offence; and he trusted the time would never come when it would be supposed to be a lawful proceeding on the part of any British or foreign tradesman. The jury might take the law from him, and it would no doubt commend itself to their good sense—that if he bought a thing by sample, so far as the sample enabled him to judge, he must be content if the thing corresponded with the sample; but there was in point of law superadded to that the duty that the article when sold by the manufacturer should be of merchantable quality, and if the sample did not enable one to say whether it were so or not, and it turned out not to be so, then you were entitled to say, "Though the goods correspond with the sample you showed me, they are deficient in that which I am entitled to demand, namely, merchantableness, and I have a right of action against you." That being the case the jury had to consider in this case whether the goods were merchantable when they were sold to the plaintiff. "Merchantable" meant not merely that if it had been thought fit to put the goods to what might be called the consumer's use, it could have been done so at the time, but also that they should be fit to encounter those ordinary circumstances which befel such articles. It would not do for a man to say he sold some wine, which would have been good enough if bought in a week after the sale, but which would have spoiled if kept a month. That would not be a merchantable article, supposing the defect was attributable to the mode in which it was manufactured. So here, if the man bought goods which he might either cut up into shirts at home in England, or export to a hot climate, and which, according to the custom of the trade, he might keep there, the article was not merchantable unless it was capable of undergoing all those vicissitudes; and if, from the vice of its manufacture, it would not do so, it was not a merchantable article. So if these goods had been cut up and turned into clothing in England at the very moment when they were bought, they might never have rotted, and the plaintiff's damage might have been trifling indeed, but he would still be entitled to say it was not a merchantable article when sold. The first question the jury had to consider was whether this was a merchantable article. But was it a question at all? Had the jury any doubt that these goods when they were sold contained 14½ per cent. of China clay? It was positively sworn to by three gentlemen of undoubted competence. The defendant no doubt, upon being called, had said, "I am in the habit of putting in such a quantity of China clay as would have given instead of 13½oz. about 2½oz. in 112." He then said it was his habit and practice. If so, these pieces of grey shirting must have been an exceptional lot. The defendant had not ventured to say that the witnesses called on the part of the plaintiff were mistaken in their analysis, but he said his habit and practice was to pursue the course he had described in the composition of his size; but supposing that no misfortune had happened in the admixture of the ingredients, then it was a question for the jury whether they believed the evidence of the scientific witnesses called for the plaintiff in preference to the defendant's own account. If about one-seventh in weight of the cloth was, what by Mr. Gregson's own account would be worthless rubbish, added to it, was it a merchantable article? If, according to the defendant's own account, 2½ ounces would be rubbish and would be added to the weight of the cloth, and only "improved" it by making it according to the evidence of Mr. Hadfield, "cheaper," then he (the learned baron) would recommend that the sellers of this cloth should say to their customers, "Here is so much cloth, and here is so much clay, and together they come to 7lb." The question was, after all, was this a merchantable cloth?" If it was, then the verdict must be for the defendants; if not, then it should be for the plaintiff. It had been observed that, if these goods were kept by the plaintiffs in Calcutta on account of its being a falling market, and they fetched a less price when they were sold than they would have done if sold originally, then a part of the loss was not attributable to defect in the manufacture of the goods, but to the fall in the market. That was so reasonable and plain that he (the learned baron) would direct the jury, in point of law, to find that.

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NOTICES TO CORRESPONDENTS.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 18th, and 26th, contains a Summary of European, American, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON: SATURDAY, JAN. 11, 1868.

HONG KONG GRIEVANCES.

EACH successive mail from Hong Kong brings us accounts of bad trade, houses untenanted, heavy taxation, and, in short, a general decadence in the business of the place. The Chinese, it is said, are leaving by thousands disgusted with the legislation of the Governor Sir RICHARD MACDONNELL. The grievances of the colonists have accumulated to such an extent that it has been considered desirable to form an association to protect themselves against further exactions. The police and lighting rate amount, we believe, to the enormous impost of about ten per cent., and this too upon *untenanted* buildings. The rate is levied on the landlord, and no matter whether he has good or bad, or no tenants at all, he is compelled to pay quarter after quarter this impost. People in England really cannot believe that such a monstrous injustice should be perpetrated in an English colony, and if the colonists submit to this without appeal to the tribunals of the mother country they cannot expect but that further exactions will follow. Rents are by no means in a flourishing condition; the rentals of China shops in the best part of the Queen's-road and adjacent are, we understand, reduced by about one-half. To add to the hardships now being endured by the owners of property, the Government have called upon them to rebuild the Praya on the sea front, which has been seriously damaged by the late typhoons. Now, if we remember rightly, this Praya was undertaken by the owners on the understanding that they would only build it and not undertake to keep it in repair; and we think the Oriental Bank were the first to lay down these conditions, which other lot-holders followed. In proof of this, the Praya was built on plans and specifications drawn up by the GOVERNMENT SURVEYOR, the owners not even being permitted to construct it after their own fancies, but must spend their money to Government order. No Governor has ever succeeded in pleasing the Chinese or Europeans, but certainly no Governor has, in the same space of time, arrived at the perfection to which Sir RICHARD MACDONNELL has in interfering with the comfort of the residents. There are many reasons to account for it. Under Sir HERCULES ROBINSON things were made pleasant by a full Treasury, but by a corresponding expenditure or outlay on unproductive sources, such as the Mint and the Jail on Stone-cutter's Island—the latter costing about $200,000—the Treasury was speedily emptied, and the goose which laid the golden eggs had flown. The manner in which the first land sales at Kowloong were conducted put a death-blow to its creating powers, and the place is now an unproductive ruin, the speculators who run up the prices having gone the way of all speculators, and the Government are powerless, as the respectable Chinese who were invited to bid returned to Canton and Macao, vowing not to be again cajoled by a Hong Kong Governor. We have already said it is monstrous to squeeze out of the revenue a sum for the outlay of such an affair as the Mint, and the colonists must devote their examination to the expenditure—the revenue will be found ample for all legitimate purposes. The GOVERNOR must now see that the reins have been drawn tight enough, and that if the strain be kept up the respectable Chinese will migrate to Canton and Macao, and leave the English colony to feed on the English and not on them. Property in Macao by daily purchases has already gone up considerably, while at Hong Kong it is all the other way.

JAPAN.

If we could but put our trust in telegrams all doubts relative to the long-debated intention of Stotsbashi to resign the Shiogoonate would have been set at rest by a despatch received from Shanghai, *via* Galle, and dated 7th December, to this effect:—"Intelligence received here announces that a political revolution has taken place in Japan. The Tycoon has resigned It is supposed that the foreign relations of Japan will not be prejudiced by the change. An adjournment of the opening of the new ports for a few months is, however, considered probable." The pith of this communication is, of course, in the concluding paragraph. If there be any truth at all in it—which, in the absence of confirmation must still be regarded as problematical—the "political revolution" has doubtless been forced on in order to form an excuse for an evasion of that obnoxious measure, the opening of Osaka and Yedo. Beyond this, all speculation as to the real nature of the situation is rendered futile by the hopelessly confused nature of the political news lately received from Japan. Another item of intelligence regarding affairs in the same quarter comes to us from a French source. It is to the effect that the Japanese Christians, who were imprisoned at Nagasaki have been liberated, at the request of the French Minister. As far as the fact of their liberation goes, we trust this may prove correct; but as France is by no means the *only* Christian nation represented in Japan, we hope it will turn out that the act of clemency was procured by the combined intercession of all the foreign ministers.

FRENCH EXPLORATIONS IN CAMBODIA.

A series of Parliamentary papers has just been published, relative to the proposed route, *via* Rangoon, to Western China. Details have already appeared in these columns of the commencement of the survey, the suspension of it, owing to the great cost of the proposed railway and the fear of a collision with Burmah, and the unavailing efforts made through various chambers of commerce to induce the Government to resume operations. The present papers, however, throw some light on the efforts of the French to bring the China trade down the Cambodia river, and on that subject the following extract is interesting:—

> The French are disposed to compete with us for the trade of Western China, and may be beforehand of us. An influential French mission was despatched from Saigon more than a year ago to proceed along the course of the Cambodia. This party, which maintains considerable dignity in its style, consists of five officers, with a European staff of 25 persons and a guard of 100 Annamite soldiers. As they have spent 12 months in the leisurely ascent of the Cambodia to Kyang-Hung, it is supposed that they have been busy politically among the semi-independent chiefs on the bank. It was believed that from Kyang-Hung they had turned to the north-west, or possibly due west, intending to strike the Irrawaddy at Bhamo. The native States on the lower portion of that river are partly tributary to China and partly to Cochin-China, but as Kyang-Hung is reached they are nominally under Burmah. The French could quickly assume under their protection the lower chiefs, but the point they must have in view is to enter into communication with the Shan State of Kyang-Hung. This reaches eastward to China Proper, and through it runs the main route of Chinese traffic westward to the Takaw Ferry, and into the true Burman Shan States. The position of the town of Kyang-Hung itself, in fact, is such that it commands the line of trade from the westward to China proper, and to the southern portion of Yunan. A great deal depends on the capabilities of the Cambodia river, for navigation. It is believed that there are rapids in in its course, which may require transshipment of goods in the upper portion of its course between Saigon and Kyang-Hung; but against such obstacles on that route we have to compare the long land journey from Kyang-Hung to the Irrawaddy. The traffic on the lower portion of the Cambodia river is understood to have been considerable in the earlier times, but it has almost ceased since the destruction of Wint-Chian or Chandapoori in the beginning of the century by the Siamese.

WE have from time to time noticed the progress made with the works of the Suez Canal—an undertaking which, as it approaches completion, possesses increasing interest to those interested in our means of communication with the East. The engineers of the canal have now issued their report on the state of the works on the 30th of November last. They calculate that at that date 32,562,631 cubic metres of earth, &c., had been raised, out of a total of 74,112,130 cubic metres to be extracted, leaving 41,549,499 cubic metres still to be dealt with. The number of dredgers at work at the close of November was 39, and 21 others remained to be set to work; it was expected that all these would be in operation by the close of December or the commencement of the current month. The number of workmen employed at the end of November was 8,340, of whom 5,980 were engaged in the Suez division which comprises the last twenty-eight miles of the canal. Five

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of the dredgers were at work in the Port Said basin, six in the Port Said division of the canal, fourteen in the El-Guiser division, ten in the Ismailia division, and four in a basin which is being formed at Suez.

WE understand that a further reference to Hong Kong has been found necessary, before a decision can be arrived at in the case between the CHIEF JUSTICE of Hong Kong and Mr. POLLARD, Q.C., who returns to Hong Kong by an early mail. Sir BENSON MAXWELL, the Chief Justice of the Straits Settlements, will proceed to Singapore next month.

THE GOVERNOR AND THE PRESS AT SINGAPORE.

The following letter on this subject has been received :—

SIR,—In your remarks on the "Freedom of the Press at Singapore" you attribute blame to Colonel Ord for excluding the representatives of the press from the meetings of the Legislative Council of the Straits Settlements. In justice to the party accused, I have to state that I fear you have been misinformed on the subject. Nobody has been, to my knowledge, prevented from attending the meetings, and the members of the press have been accommodated with seats, &c., whenever they have attended, which I may add was, in my experience, very seldom.

The subject of the press was mooted by myself at the first meeting of the Legislative Council, and it was considered, after some discussion, that it would be best that the secretary should draw up a short statement of the proceedings of each meeting, which should be forwarded to the editors of the respective papers.

In coming to this decision the Governor and Council were guided by local experience, and the editors have themselves to blame if they are dissatisfied with the result, but the apathy shown by them in the case of the Municipal Committee, whose meetings they have never attended, and the absence of a shorthand writer or anybody fitted to draw up a correct report, rendered it obligatory to adopt the course which has hitherto been pursued.

I may add that on the arrival of a shorthand writer at Singapore, and on mentioning that matter to Colonel Ord, he expressed to me his willingness to afford him every facility in his power —Your obedient servant,

London, Jan. 8, 1868. R.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 6.

The political events which have happened since the last mail started are of high importance. As I said in my former letter, the sitting of the States-General was closed, after the First Chamber had approved of the credit laws and some Bills of local interest. Since a new Minister for Justice has been appointed, viz., Mr. W. Wintgens, Member of the Second Chamber for Delft, to fill the place of the late Mr. Borret. The Ministry had done its utmost to find a Catholic willing to accept this portfolio, but all those who were sounded refused, so that the Cabinet was brought to the necessity of engaging a Protestant. Our population being two-fifths Roman Catholics, they require that at least one member of the Ministry should belong to the Roman Church, in order that a watch may be kept over its interests. When the Roman religion is not represented in the Cabinet it loses the support of the Catholic Members of the States-General, and of the electors too. This last fact is one of the highest importance for the Cabinet. The King having declined to accept the demand for dismissal, which was tendered by all the members of the Ministry after the Budget for Foreign Affairs was rejected, the Second Chamber was to be dissolved, and an appeal made to the country. Under these circumstances, of course the Cabinet needed the aid of the Roman Catholic electors, who without doubt should join the Liberals at the forthcoming elections, when a Protestant should be appointed Minister of Justice, which department is also charged with the administration of that religion, since the department of Public Worship was abolished, in 1860, by Thorbecke, in order to come gradually to a Free Church in a Free State.

The actual Cabinet not being able to find a Roman Catholic willing to accept a portfolio, did not know another medium through which to content the Catholics than to revoke the Royal decrees of 1860, and to re-establish the department of Public Worship, and in consequence thereof Mr. A. F. X. Luyben, M.P., is appointed Minister for the department of Roman Catholic Worship, and Mr. C. T. Baron van Lynden van Sandenburg Minister for other religions. The day after these appointments were gazetted the Royal decree, by virtue of which the Second Chamber was dissolved, appeared in the *Staats Courant*.

But not only were the Roman Catholics contented with this measure, the orthodox Protestant party is also highly satisfied with it, because it has now become more probable that the law about primary instruction will be altered in such a manner as is wished for by the ultra-Protestant and the Roman Catholic parties, viz., that the liberal law excluding sect schools will be abolished, and that sect schools will be re-established. So much is certain, that of the nine Ministers there are four who will support such an alteration of this law.

The elections for the new Chamber will take place on the 22nd of January, and when re-elections are necessary the 4th of February is fixed for them. I need not say that an extraordinary agitation prevails throughout the country as to the result of the elections. I think it very doubtful whether the Liberals will again succeed in gaining the majority in Parliament, now that they have to fight against the monster league of the Roman Catholics, ultra Protestants, and Ministerialists. When the elections turn out in favour of the Ministry it is more than probable that a press law will at once come in force, in order to oblige the Liberal papers to keep silence about Government matters. And, indeed, the tone of some papers is so libellous, so insulting and affronting to the Cabinet, and even to the Royal Family, that they hand the motives to the Ministry to re-establish the censorship.

Immediately after the King had declined to receive the resignation of the Ministry a despatch was sent to our ambassador at Paris, to the effect that our Government accepted, without the least reserve, the invitation for a conference.

Some days ago the reply of the Minister (*Memorie van beantwoording*) to the section report about the Budget for India was published. The Minister showed by it that he is a *pur sang* conservative. He wishes to maintain the system of culture, and even the services, to the India heads (*Heerediensten*), because he thinks the native population not yet ripe for free labour. The Minister is of opinion that under the actual circumstances the sources of income must be maintained, and that it is highly desirable to raise the income of those sources. I think that these declarations will be read in India with the deepest regret. Indeed, the Conservatives seem to be blind to the wishes of India, notwithstanding that even the conservative Governor-General felt himself obliged to acknowledge that India could not be governed after a conservative rule.

The Trading Company has opened for the first time a public inscription for freights to convey produce from Java to Dutch ports. The profit of this measure for the Government is calculated to be 300,000f., and so it is quite superfluous that our shipowners are grumbling, and in the first place those whose ships are of small charter, because they want higher rates of freights than those who build large ships. The managers of insurance companies are grumbling too, because the Government now insures for its own account 300,000f. on every cargo from the East. A very small sum is of course left to the companies when the insurance regards a small ship, which offers a very small risico, and very large sums are left to them, when with ships of large charter the risico is enormous. The question, if it should not be the most profitable way to thank the Trading Company for its insurances, is now spoken of in the papers.

Our men-of-war and maritime magazines will be provided with breech-loaders.

For some days intense cold has prevailed. The thermometer marks 27 deg.: the rivers are all frozen and shipping is totally interrupted.

A general promotion was gazetted amongst the functionaries of the State telegraph. The minister fixed the price for single telegrams of 20 words at 30 cents instead of 50 cents as hitherto.

Honourable mention has been awarded by the jury of the World Exhibition of Paris to Messrs. Maintz and Co., of Batavia, for tobacco.

The contributions on behalf of the Pope amount now to about 150,000f.

COMMERCIAL.

COFFEE.—The market is quite inactive, in consequence of the season and the frozen water. Prices, however, are maintained. The only transaction to be reported is a lot of 400 b. Padang, ex Gerardina Wilhelmina, at prices that did not transpire. Stock of the Trading Company—unsold, 264,609 b., against 187,900 b. in 1866; and on warrants, 139,275 b., against 114,360 b. in 1866. Deliveries during 1867, 916,653 b., against 843,516 b. in 1866. Private Stock, 36,200 b.

SUGAR (RAW). — The market is dull. Total stock in docks, 27,663,003 lbs., against 32,058,052 lbs. in 1866. The unsold stock of the Trading Company amounted to 20,541 mats, against 16,564 mats in 1867, whilst the stock in the first hand was 18,236 mats.

RICE.—8,200 b. Necransie, ex Rutlandshire, were sold at prices that did not transpire.

SPICES.—The market is unaltered. The 25,000 kilo. Nutmegs and 7,300 kilo. Mace, ex Dordrecht, will soon be brought into the market. Stock: Nutmegs, 864 c.; Mace, 382 c.; and on warrants, Nutmegs, 4,697 c.; Mace, 698 c.; Cloves, 3,081 c.; Cinnamon, 597 mats.

TEA.—China: The stock in first hand amounts to 1,408 quarter-chests Congou and Souchong. Afloat are 6,650 chests from Foocho, per J. H. Schwensen.

TOBACCO.—The auctions announced to be held on the 16th are delayed. The stock amounts to 25,794 bales Java; 40 bales Manila. The lots afloat from Manila are almost all sold, so that the prices will be firmly maintained.

ARRACK.—In the year 1867 was paid for Sourabaya from 125f. to 163f., for Sourabaya Alcohol 135f. to 186f., and for Batavia 180f. to 231f. Imported were during this year 2,346/1 and 508/2 Casas, and sold 3,136/1 and 422/2 Casas. The stock is very small.

COTTON.—The transactions of last week included 650b. East Indian.

TIN (BANCA).—The market was during the last days more favourable, so that it closes at 53f., whilst Billiton is quoted at 52½f. The export from Holland during last year amounted to 4,129 tons, against 5,250 tons in 1866. Trading Company's stock, 35,568 slabs.

HIDES.—1,290 pieces Samarang Rinder, in average 3¼ to 3½ kilo., ex Stad Dokkum, were sold.

FREIGHTS for—

	Batavia.	Samarang.	Sourabaya.	Padang.
Dead weight.				
Per last of 2,000 kil.	25f. to 30f.	30f. to 35f.	30f. to 35f.	30f. to 35f.
Light weight.				
Per 120 □ feet	30f. to 35f.	30f. to 35f.	30f. to 35f.	35f. to 40f.
	Besides 10 per cent.			

	Singapore.	Hong Kong.	Melbourne.
Dead weight.			
Per ton, 1,015 kil.	30s. to 35s.	35s. to 40s.	40s. to —
Light weight.			
Per 40 □ feet	35s. to 40s.	40s. to 45s.	35s. to 40s
	Besides 15 per cent.		

Insurance premiums for Java ... ... 2½ to 3½ per cent.
" " China ... ... 3½ to 4 "
" " Japan ... ... 3½ to 4½ "

MONEY AND STOCK MARKET.—The inquiry for discount in the market is the same as at the Bank, rather quiet, and the rate is unaltered. There is, however, abundance of capital. The position of public securities is looked upon in general as more satisfactory. The transactions are not of much importance, but prices exhibit an upward tendency. Dutch Two-and-a-Half per Cents., 52½ to 53; Three per Cents., 61½ to 62; Four per Cents., 82½ to 83; Trading Company, 135½ to 136; Rotterdam Bank, 99 per cent.

'CHANGE.—London, 3 mo., f.11.83; 2 mo., f.11.84; short, f.11.89½ Paris, 3 mo., f.47.05; 2 mo., f.47.10; short, f.47.30. Hambro', 3 mo., 35f.; 2 mo., f.35.05; short, f.35.25.

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SHIPPING.

ARRIVALS.—Dec. 24, at Brouwershaven, from Padang, Mary Goddard; at Texel, from Batavia, Nicolaas Hitsen; 25, at Brouwershaven, from Batavia, Hoek van Holland; 26, at Hellevoet, from Batavia, Ottolina; 21, at Brouwershaven, from Batavia, Hebe.

DEPARTURES.—Dec. 24, from Zierikzee, for Java (*via* Newcastle), Catharina Maria; Dec. 26, from Brouwershaven for Batavia, Maarten van Rossum, Argo; for Samarang, Ida Elizabeth; for Melbourne, Professor van der Boon Mesch: Dec. 26, from Hellevoet, for Singapore, Ingeborg; Dec. 27, from Texel, for Batavia, Gaede Verwachting; for Sourabaya, Juno; for Samarang, Helena and Henriette; Dec. 30, from Texel, for Batavia, Wykaan Zee; Jan. 1, from Texel, for Kanaga, Hermina Maria Elizabeth.

PASSENGERS INWARD.—From Java: Per Nicholaas Witsen, Mr. Hofland; per Mary Goddard, Mr. van Boeckholt and family.

PASSENGERS OUTWARD.—For Java: per Wykaan Zee, Mr. W. H. Gerverdinck and 6 children, Mr. F. R. Boelen.

HAMBURG.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Jan. 7.

Baron von Annerstedt, first lieutenant in the Swedish navy, whose appointment to a special diplomatic and commercial mission to the Far East I noticed in my last letter, after making a round of visits to the different ports in Sweden, is now doing the same in Norway, to ascertain the wishes of the merchants preparatory to starting on his mission to China.

The Danish official gazette, *Departements-Tidende*, publishes the original text in the Dutch language, with a translation in Danish, of the treaty of amity, commerce, and navigation concluded at Yedo between Denmark and Japan, the document being signed by Mynheer de Graeff van Polsbroek, the Dutch political agent and Consul-General in Japan, on the part of the King of Denmark, and Sibata Hionga no Kami, Koerimoto no Kami, and Okoebo Taliwaki, the Japanese special commissioners. The treaty secures many manifest advantages to the Danish merchants if they know how to profit by the stipulations it contains, and which have been obtained at the trifling cost of a distribution of three or four decorations of the Order of the Dannebrog, whilst the expense of a special embassy, with a Danish squadron, has been saved, it being at one time proposed to send out a costly expedition, to defray the expenses of which the Government asked the Parliament for the sum of 100,000 rixdalers, but which was refused by the Legislative bodies.

On the 1st inst. many alterations came into operation here, the principal one being the fusion of all the different post-offices in Germany, the department being now carried on for account of the Federal Government, the Postmaster-General being Chancellor of the Confederation, Count von Bismark. At the same time all the multitudinous rates of postage of the different separate States with their cumbersome and antiquated regulations and different monetary systems have ceased altogether, and are replaced by a modernised set common to all. Not the least important alteration is the introduction of one single uniform rate of postage of one groschen for a half-ounce letter, and two groschens for a double letter, being any weight under a pound, if prepaid; if not prepaid, there is an additional charge of a groschen as a fine, without reference to the weight of the letter. These rates are to be charged on letters for all distances, and as the Confederation has concluded postal treaties with Austria and the States of South Germany, a letter may now be sent for a groschen, which is 1 1-5d. sterling, from Memel to the frontiers of Belgium and France, and from Hamburg to Trieste, and even to the frontiers of Greece and Turkey. For the collectors of postage stamps it may be edifying to learn that the stamps issued by the different States are put out of circulation and replaced by a new very simple stamp without any coat of arms, bearing the legend "Bundes-Postbezirk," for which the old stamps may be exchanged or the nominal value returned. Stamped envelopes are also issued, a small charge being made in addition to the groschen stamp to cover the expense of the paper. This is the only part of the arrangement that is open to criticism, and it has caused already a considerable amount of grumbling, not so much on account of the sum charged—which is moderate enough, being only one pfennig or the twelfth part of a groschen—as from principle, it being looked on as shabby and petty. It is however to be foreseen that this cause of complaint will soon be removed as the new system becomes better understood and appreciated, and when the increase in the number of letters be found to make up for the deficit in the receipts by the great reduction of postage. In the meantime the change is accepted as a great boon and most welcome New Year's gift to the German nation. Treaties are being negotiated with other countries for a corresponding reduction of international postages, some of which—Switzerland and the United States of America for instance—have already been concluded and have come into operation. It is to be hoped that they will also soon be concluded, as some anomalies have arisen in consequence; thus as an example I may mention that a letter from any part of Germany to New Orleans or California costs at present less than a letter from Hamburg to London.

Several of the hitherto Prussian Consulates, mostly in the Levant, have now become Federal ones for the whole of North Germany. The only alteration made in that respect hitherto in the Far East is the appointment of Herr von Brandt to be Federal Consul-General in Japan, with his official residence at Yedo.

COMMERCIAL.

Partly in consequence of the holidays and partly owing to the frost, business is confined to the execution of the most pressing orders. An alteration in the quotations is not observable. The natural consequence of this dulness in the produce market is a great abundance of money, which is chiefly employed in discounting at very low rates, whilst the quantity of silver in the Bank is about a million and a half marks banco more than last week.

SHIPPING.

The Hamburg barque Juno has been placed on the berth for Shanghai (in addition to the other vessels loading, as reported in last letter); but as the frost is so severe that the navigation is suspended and the Elbe can be crossed on the ice, it may be a long time before any vessel can get away, and those that arrive have to wait at Cuxhaven for the reopening of the navigation.

Monetary and Commercial.

According to a Customs' return of bonded goods on the 30th of November last, it appears that the quantity of Tea in bond was then 70,411.984 lbs., against 78,678,304 lbs. in 1865, and 95,602,672 lbs. in 1866. Of Coffee there were 43,688,730 lbs. in 1867, against 30,540,545 lbs. in 1865, and 32,205,685 lbs. in 1866. Sugar shows an increase of 60,000 cwt. as compared with last year; and Tobacco a decrease of some 6,600.000 lbs. The deliveries for home consumption during the month of November were as follows:—Tea, 14,757,591 lbs., against 8.985,850 lbs., and 8,985,211 lbs. in 1865 and 1866. Coffee, 1,425,178 lbs., against 1,821,818 lbs., and 1,674,499 lbs. in 1865 and 1866. Sugar, 1,010,776 lbs., against 745,315, and 1,027,225 lbs. in the two previous years.

The *Economist* says there is no essential change either in the immediate or prospective condition of the money market. As usual during the last days of the year, there was a brisk demand at the Bank by persons desirous of securing whatever may be the advantage of having with their bankers at Dec. 31 a larger balance than usual. Hence the private securities have increased by £2,500,000. There are three principal causes which for some time must tend to keep down the rate of discount, viz. (1) the real and general limitation of transactions arising from dull trade; (2) the very great reduction in prices, and, therefore, in the amount of capital required to hold stocks of goods and to give credit; and (3) the utter extinction, at all events for some time, of the whole class of needy and speculative people, whose sole business consisted in keeping afloat as much paper as possible at any rates that could be managed. A comparison between the condition of the Bank of England at the 1st of January, 1868, 1867, and 1866, is in nearly all the particulars in favour of 1868. An increase of £2,500,000 in the outstanding notes over 1866 tells significantly of the larger actual note reserves kept by country bankers, as compared with the former times, when every spare penny used to be sent up to London brokers, too often without requiring bills to be handed over in return. The events of 1866 ought, at least, to teach country bankers the lesson of not trusting their spare funds on too easy terms in London. No profession is more useful than that of bill broker who confines himself to his proper functions, and by his intimate and extensive knowledge of the real value of signatures current acts as valuable intermediary between those who supply the discount market with money and those who supply it with bills; and, on the other hand, no pursuit can be more dangerous than bill broking expanded into a "great institution of credit."

Our issue of 10th Sept. last contained some strictures on the lamentable deterioration that has lately manifested itself in the *morale* of the China trade, and especially on the custom of salting invoices; in connection with which we alluded to a report then current that a recent invoice of Mr. Archibald Campbell's had been so dealt with. Mr. Campbell now writes to deny the truth of the charge, in these words:—"No such charge *as salting* an invoice was ever proved against me." The italics are his own. A reference to the paragraph complained of will show that we did not state that we had proof of any such act, but that a report to that effect was in circulation. This Mr. Campbell, in common with others, is quite aware of. Our object, however, was not to expose any particular act of his, but to call attention to the lax state of trade prevailing in Shanghai.

The Atlantic Telegraph Company have issued proposals for the creation of £1,300,000 10 per cent. preferential capital to rank next to the £641,845 eight per cent. preference stocks now existing. The object is to bring the entire undertaking into one establishment by paying off the shareholders of the Anglo-American Company, which they have a right to do, at a premium of 100 per cent. Under this arrangement the capital will consist of £641,845 eight per cent. preference, £1,300,000 ten per cent. preference, and £617,750 old stock, making a total of £2,559,595.

The amount of bullion by the P. and O. Company's steamer *Syria*, from Southampton on the 4th inst., was—in gold, to Alexandria, £300; to Galle, £372; in silver, to Shanghai, £10,645. Total in gold £672; in silver, £10,645.

The following, on the prospects of the cotton trade, is from the Circular of Messrs. Heugh, Balfour, and Co., Manchester:—

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The consumption of 1868 cannot materially exceed the consumption of 1867; if, then, the supply of 1868 shall materially exceed the supply of 1867, how is it possible that even the present price can be maintained? It is alleged by many persons, and there are various indications which seem to countenance the estimate, that the American crop of cotton grown in 1867 will reach to nearly 3,000,000 bales. There are well-informed men connected with India who say that we shall have a larger supply from that quarter in 1868 than we have had in 1867 by at least 300,000 bales. From Egypt, Brazil, and smaller markets, we do not hear of, nor anticipate, any material change from the preceding year. If these expectations concerning the two great supplying sources should be realised even to one-half their extent, it is evident that we shall have a very serious addition to our stock of cotton all through 1868; and if those expectations should be realised to their full extent, we must look forward to an increase that will overcome the Liverpool market. The figures would indicate a supply of at least 1,000,000 or 1,250,000 bales beyond the supply of 1867, and this, as we have said, without the smallest appearance of an increased consumption. We cannot but believe, therefore, that, as 1868 advances, we may see lower prices in Liverpool than we have seen in 1867.

The biddings for Government bills on India took place at the Bank of England, and 12 lakhs and a half were allotted to Calcutta. The *minimum* price was fixed at 1s. 10⅞d. on Calcutta and Madras, and tenders at and above that price received in full. No tenders on Bombay were invited. Though the official *minimum* was fixed at ⅛d. lower than on the last occasion, £75,000 of the bills offered remain over unplaced, thus indicating a further diminution in the demand for the means of remittance to the East.

At the meeting of the Egyptian Commercial and Trading Company (Limited) the directors' report was adopted. The chairman expressed his regret that, owing to the depressed state of commercial affairs in Egypt, the directors had not been able to realise the assets of the undertaking, and that they could not consequently submit any proposal to the meeting for a further division of the capital. He expected, however, that in the course of the next few months the liquidation will have proceeded more satisfactorily, and that by next May a large portion of the debts due to the company will have been paid in.

The Ocean Marine Insurance Company have resolved to recommend, at their annual meeting on the 30th inst., a bonus of 20s. per share, and 5s. per share interest; also that a further sum of £10,000 be added to the reserve fund, thereby increasing it to £60,000. The usual payment of 5s. per share will be made in July in each year.

A dividend of 4s. per share, equal to 4 per cent. per annum, is to be recommended by the directors of the Universal Marine Insurance Company at the ensuing meeting.

At the annual meeting of the proprietors of the London and Westminster Bank, to be held on the 15th inst., a dividend will be declared of 16 per cent. for the six months ending 31st December last, being at the same rate as for the corresponding period of the previous year, and making, with the 14 per cent. paid in July, 30 per cent. for the year.

A memorial in favour of limiting the hours of London Bank labour by opening the various establishments at ten instead of nine o'clock A.M. is now in course of signature among the merchants and traders of the City. It is addressed to Sir John Lubbock, as chairman of the committee of bankers, and has already received the adhesion of a very large number of most influential firms, including the Lord Mayor.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Jan. 9.
£10	Agra Bank, A shares	6	⅜ to 1½ pm.
10	Do. B do.	—	9 to 10
25	Bank of Egypt	All	36 to 38
20	Chartered Bank Ind., Aust., & China	All	17⅛ to 18⅛
25	Chartered Merc. of India and China	All	27 to 29 x.d.
20	City Bank	10	11½ to 12½
28½	Hong Kong & Shanghai Bank	All	1½ to 1¾ pm.
28½	Do. Do. New Do.	5⅝	⅜ to ½ pm.
50	London and County	20	54 to 56
50	London Joint Stock	15	34 to 36
100	London and Westminster	20	69½ to 70½
25	Oriental Bank Corporation	All	41 to 43
50	Union of London	15	34 to 35
	MISCELLANEOUS.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	109⅛ to 110⅛
—	Do. Do 1872	100	104 to 106
—	Do. Do. 1882-3	100	110⅛ to 111½
20	Ceylon Company	10	2 to 1½ dis.
20	Do. A shares	5	2⅛ to 1⅛ dis.
20	China Steamship & Labuan Coal Co.	15	15½ to 14½ dis.
10	Credit Foncier & Mobilier of England	All	3¼ to 3⅜
20	Egyptian Com. & Trading Company	6	4¼ to 4⅝ dis.
10	General Credit & Discount Company	7½	2⅛ to 2½ dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2½ to 2 dis.
50	P. and O. Steam Company	All	55 to 57
50	Do. New 1855	All	55 to 57
50	Do. Do. 1867	5	½ to 1 pm.
20	Société Financiére d'Egypte	10	7⅛ to 6½ dis
10	Upper Assam Tea	All	4 to 5
100	West India Steam Company	60	62 to 64

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.

Union Insurance Company of Canton, Dent, Palmer and Co, agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

ARTICLES OF IMPORT.

TEA.—There has been a fair business done, and in most cases without much alteration in prices since our last. Siftings remain firm; also broken leaf. Fair to good common may be quoted a shade dearer. Fair to good flavoury kinds as before. Good to fine Kaisows are rather higher, also finest Pak Lings remain without alteration. Common to fair black leaf kind have sold at a slight advance. Fair to good have been occasionally sold at a decline of about 1d. per lb. Fine have been steady at the late decline. New-make Canton kinds have sold at rather better prices. Oolongs, Souchongs, and Flowery Pekoes show no material alteration, business in them being limited. Scented Capers have sold readily from 11½d. to 1s.5d. for low to good qualities; Foo-chow kinds from 1s. 8d. to 1s. 11d. Orange Pekoes remain difficult of sale. The Foochow kinds have sold from 1s. 8d. to 1s. 11d., being a reduction of fully 2d. per lb. on the better kinds. In Uncoloured Japans there has been no change. Green Teas have not been so saleable, owing to heavy arrivals, and there has been a further decline of 1d. to 2d. per lb. in the Ping Suey kinds. Moyunes have been better supported, but the Young Hysons are quoted 1d. to 2d. per lb. lower. Canton kinds show no change. The public sales on the 7th comprised 7,122 packages, of which 4,040 packages were sold, nearly all without reserve. In reference to the past year, Messrs. Capel and Co. remark:—The trade has again, we regret to say, been unprofitable, and we would once more point out to importers that it lies with themselves to make the result different by spreading the export from China more in accordance with our monthly deliveries, but whilst they continue to compete one against the other to purchase early in the season at excessive prices, and in quantities largely in excess of the deliveries for the time, and on arrival of the Teas in England press sales for fear of the large supplies to come in, we do not see how the result can be otherwise than unfavourable. The experience of the past two years involving heavy losses, will, we trust, be the means of bringing about a better state of things, especially as consumption is overtaking the supply, and our stocks will now gradually work down to a point more in accordance with the modern system of trade, which does not require more than from four to five months' stock on hand at the end of the season, with the certain prospect of an export from China equal to our deliveries. The home trade has been fairly prosperous, for although the price of tea has gradually declined, the trade, as a rule, now hold such small stocks that they are saved from losses of magnitude. The large increase in home consumption has also given a stimulus to this branch, the increase in duty payments amounting to about 9,000,000 lbs. The export trade this year affords but little subject for remark. There has been a steady demand the greater part of the year, but the total quantity shows but little change from last year. The Russian buyers have again taken a large quantity of common to fair qualities of Congou as well as the finer. The statistics are on the whole favourable. The imports show a considerable reduction; the total for the year being 124,744,000 lbs., against 139,300,000 lbs. last year. The deliveries show a large increase, the total being 143,000,000 lbs., against 133,000,000 lbs. The home consumption showing nearly 9,000,000 lbs. increase, whilst the exports only about 1,000,000 lbs. Our stock is 77,359,000 lbs., against 95,600,000 lbs.; whilst the quantity afloat of China Tea is 39,152,500 lbs., against 33,429,000 lbs; and of India Tea 2,356,000 lbs., against 2,593,500 lbs.

SILK.—The Circular of Messrs. Kilburn, Kershaw, and Co., states:—The only noticeable feature is a decided tendency to lower quotations for middle and common qualities, of which the bulk of arrivals consist; on the other hand, fine and best Silks, particularly China and Japan, are very firm at the full quotations annexed. Of the past year the Silk trade has cause to add its word of complaint to the many which has attended its exit; it has been a year of unsatisfactory business, and generally of loss and worry to all concerned, for opportunities to the Importers of selling have been very few, only at moments when a sudden speculative start has taken place, and the opportunity, if not there and then availed of, having been lost for weeks and even months afterwards—then again, the bulk of the Imports have been to a heavy loss; and the speculator who was bold enough to operate has had to fight against a falling market, and what is worse, at times against no market at all, for at periods during the year, particularly in April, June, and July, it was quite impossible to sell any quantity of Silk, owing to the gloomy and depressed state into which everything had fallen. To the manufacturers, unfortunately accustomed now to struggle against difficult times (the inevitable result of high prices), the year can have had but little comfort, owing to the check to consumption which the bad times have brought about, and thus the year 1867 has been generally gloomy for the silk trade as for most others of the great industries of the country. With regard to the course of prices during 1867, there has clearly been a downward tendency throughout the year, only twice stopped by speculative movements which helped to recover some of the lost ground—viz., in May, when the settle-

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ment of the famous Luxembourg question, and unfavourable reports of the progress of the European crops, brought buyers on the market, and a large business resulted for a time, but all at once ceasing, and leaving the silk market to drift into one of the most dull and gloomy periods it has probably ever passed through. The extreme moment of depression at this time was during the last days in July, and prices were nominally (for there were no buyers) 2s. to 3s. under the prices of January. The new China Silk beginning to arrive early in August, led to a little business, but very small, and steadily declining from that period until stopped in November, the market dragged along without any one moment of active or good business. The drop in prices by this time from the commencement of the year had reached 5s. to 6s. on most of the middle and common Silks, and about 4s. on the best Silks—and here the tempting prices at which importers were offering new arrivals seemed within reach of manufacturers, and thus the second and last active move of the year set in, and continued more or less to the end of the year. China Silk Piece Goods: In the public sales there were 1,050 pieces of Pongee Silks, 75 only of which were sold at 70s. to 76s. for good silky cloths of usual measurements; all the rest were bought in. For Pongee Handkerchiefs there was less demand than in November, and only 570 demi-pieces were sold out of 2,092 offered. One-half the whole quantity were light common goods, which had been previously offered, and which were allowed to pass the hammer without any bidding. The prices obtained for the 570 pieces sold were as under, the quotations showing generally a good 1s. under last sales:

Figured White	300 pieces	usual size	11⅛ to 13¼ oz.	fair to good	22s. 6d. to 24s. 6d.
Twilled ditto	160 „	ditto	10⅜ to 11⅛ „	good	26s. 0d to 27s. 6d.
Ditto	50 „	7 yds. x 24 in.	9½ oz.	very good	25s. 6d.
Figured Crimson	60 „	usual size	12 „	fair quality	24s. 6d.

Of Black Silk Handkerchiefs 300 pieces were offered, and 100 sold, at 19s. Damasks were quite neglected, and although importers were disposed to be current, the trade would not bid; all were bought in at 105s. Of all China Silk Piece Goods there were both increased imports and deliveries last year, as compared with 1866, notably of Black Silk Handerchiefs and Pongee Silks; a glance at the figures in the annexed stock account will show the progress thus made; good qualities of all classes have commanded attention, occasionally resulting in high prices, especially for Pongee Silks and Handkerchiefs. Damasks have again appeared in the statistics, but, unfortunately, the quality has not been good enough, and some of the patterns are not in favour at the present time; Basket and Old Pine are apparently the only safe styles. Damasks cannot be too rich in quality; indeed, thin poor silks are very undesirable goods to import. Yellow Nankeens: Only 700 pieces were imported during all last year, and these in small lots. A few really fine Leaf Brand goods would sell, if here. The deliveries from the London warehouses from 1st to 7th instant are 412 bales China, 102 Canton, 76 Japan, and 97 Bengal; total, 687.

		s.	d.		s.	d.
CHINA:—Tsatlee,	No. 1 & 2	29	0	to	31	0
„	No. 3	27	6	to	29	0
„	Hangchow	21	0	to	23	0
Yuenfa and Haimin,	No. 1 & 2	24	0	to	26	6
„ „	No. 3	23	0	to	23	6
Taysaam,	No. 1 & 2	23	0	to	25	0
„	No. 3	21	0	to	23	0
Long Reel		18	0	to	21	6
Skeins		19	0			
Canton		16	0	to	21	0
JAPAN:—Mibash & Sinchew,	No. 1 & 2	31	0	to	35	0
	No. 3	29	6	to	30	0
Ida, Bricks,	No. 1 & 2	26	0	to	30	0
	No. 3	22	0	to	24	0
Sodai,	No. 1 & 2	25	0	to	29	0
	No. 3	23	0	to	24	0

COTTON.—Taking the season into consideration, the demand has been fair, quotations remaining the same as at our last report.

COFFEE.—The business has been more than usually restricted, and with the exception of a few parcels of colory Plantation Ceylon, which have been sold at full rates, the transactions in colonial descriptions are without interest.

CAMPHOR.—The market for China and Japan is extremely quiet.

CUTCH.—A transaction in fine Pegue at 50s. per cwt. constitutes the only business done.

CINNAMON.—Of Ceylon a sale of 25 bales is reported at 2s. 2d. to 2s. 3d. for seconds, and 1s. 11d. for thirds.

COCOA-NUT OIL.—The quotations for Ceylon are £50 to £51 per ton The business has been very limited.

MACE.—The sales by auction include 8 cases ordinary red Penang of fresh import, which sold at 1s. 11d. to 2s., and 1 case middling red of old import at 2s. 8d. per lb.

NUTMEGS.—At public sale 62 cases Penang, of fresh import, sold at a slight reduction from previous quotations, viz., fine bold 64 to the lb., 4s. 1d., 69 to lb. 3s. 9d., 70 to lb. 3s. 4d. to 3s. 5d., 84-85 to lb. 1s. 9d. 93-94 to lb. 1s. 6d., and ordinary 107 to lb., 1s. 3d. to 1s. 4d.

PEPPER.—At the auctions 3,560 bags nearly all sold at steady prices, viz., 3,186 bags West Coast Penang grayish and fair at 3⅛d. to 3¼d., 295 bags Singapore at 3⅜d. to 3½d., and the remainder, consisting of first-class damaged Singapore, at 3¼d. to 3⅜d. per lb. In White Pepper no business of importance has transpired.

PRESERVES.—A sale is reported of 287 cases China Ginger of fine quality at 1s., and 25 tins dry at 1s. 8d.

SUGAR.—The market has been extremely quiet, and sales can only be effected at a large reduction from previous quotations. The business done has therefore been very trifling.

RICE.—There has been a fair trade doing since our last report, but prices have not in all cases been equal to our last quotations; the sales reported on the spot are:—350 tons Bassein, and 100 tons Rangoon at 11s. 9d. ex ship, 100 tons of the latter at 12s. cash, and 1,000 bags Ballam, fair at 10s. 6d. to 10s. 9d., good at 11s. 6d.

TIN.—Messrs. French and Smith state as follows:—"The demand for tin for consumption the entire year was active, and prices have on the whole advanced. At the commencement of the year English common was £87, Banca £87, Straits £86; during January prices stiffened; in February a little weakness amongst holders of foreign was seen, and for Straits £84 10s. was accepted. As the time approached for the Dutch Trading Company's Spring sale, considerable firmness was shown. The price at this sale was 54 guilders for the whole quantity, equal to £94 10s. here. The fear of war in April depressed prices, and a few sales of Straits were made at £82 10s., but these were exceptional transactions, the prices ruling between £85 and £87 all the summer. As the Autumn Dutch Banca sale approached, and it was apparent that the quantities coming forward were less than in former years, a speculative demand took place, raising the price in Holland to 55 guilders cash. At the sale the Banca realised only 54¼ guilders. Straits continued steady at from £89 to £91 per ton until the last few weeks; a report was then actively circulated that shipments were to be made from Japan of about 3,000 tons; although this was highly improbable, indeed all but impossible, it had a bad effect on the market, and as at the same time the tin plate trade was not so flourishing as in the earlier part of the year, the price of tin went back; up to the present moment there is nothing to warrant this rumour. We quote:—Banca in Holland 52¾ to 53 guilders; here £90 to £91. Straits £87."

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 5s. to £7 15s.; hoops, £8 7s. 6d. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 5s. to £7 15s.; rails, £5 10s. to £6.

STEEL.—Swedish kegs, £14 15s. to £15.

COPPER.—Sheet and Sheathing, £80 to £82 per ton; yellow metal 7d. per lb.

LEAD, &c.—English pig, W.B., £21 5s.; shot, patent, £22 5s. sheet, £20 5s.; spelter, £20; zinc, English sheet, £26; quicksilver, £6 17s., in bottles of 75 lbs. each.

The following is from the circular of Messrs. French and Smith:—

At the beginning of the past year we had to notice a great reduction in the value of all the important metals, and as prices were unusually low, hopes were entertained of improvement; but on the contrary, all continued to decline, Tin only excepted, which rather improved in value. The lower prices have no doubt encouraged exportation, as is apparent by the Board of Trade returns, which show larger figures than in the year previous. There can, however, be little doubt that the home consumption of metals has fallen off, as railways and other great works have been compelled to buy sparingly. The rate of discount, which at the commencement of the year was 3½ per cent., was reduced on the 7th February to 3 per cent., again on the 30th May to 2½ per cent., and on the 25th July to 2 per cent., at which it has since remained.

IRON.—The consumption of Scotch has been pretty steady, but the price is from 2s. to 3s. per ton lower than a year since. Welsh: Rails and Bars have been fairly in demand, with scarcely any alteration in quotations. Staffordshire, owing to severe competition and the slackness of home demand, has given way about 10s. per ton, but may be considered firm at present quotations. The total shipments during the year 1867 we estimate 1,900,000, against in 1866 1,682,000 tons.

COPPER.—It was thought that in 1866 the price of this metal had touched its lowest, when English Tough was sold at £79 per ton; but last year a lower depth still was found, and Tough was sold as low as £74 per ton, which is the present quotation; but even at this rate buyers would scarcely be found for large parcels. We quote—Ores, 14s.; Chili Slabs, £67 10s.; English Tough, £74; Australian, Wallaroo, £79; Burra, £80; Kapunda, £86 to £87.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampto from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£10,645
Foo-chow-Foo	—	—
Amoy	—	—
Hong Kong	—	—
Singapore	—	—
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	—
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	—	—
To Batavia	—	—
To Hong Kong	—	—
To Shanghai	—	—
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9½ to —
Spanish Doubloon	3 15 0 to £3 16 0
United States Gold Coin	3 16 3 to 3 16 4
Silver in Bars	0 5 0⅛ to 0 5 0⅜
Mexican Dollars	0 4 10 15-16

MANCHESTER MARKETS.

The general tone of this market is steadier. For known good makes of shirtings an advance of 3d. per piece from the previous lowest point is demanded, buyers do not show much disposition to place orders at the full increase quoted; but manufacturers do not press sales, and hold firmly for the improvement. Spinners show greater steadiness at full prices, but with more disposition to meet buyers.

Quotations are:—Grey Shirtings, 7 lbs., 7s. 1½d. to 7s. 10½d.; 8½ lbs., 8s. 10½d.; Cotton Yarn, Nos. 16-24, 11d. to 12d.; Nos. 28-32, 1s. to 1s. 1½d.; Maddapollams, 3s. 3d.; Long Cloths, 8s. 9d.; T-Cloths 5s. 9d.; White Spot Shirtings, 9s. 9d.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec.21	Kaap Hoorn	Dik	Tjilatjap	Texel.
— 19	Joh. Maria	Overgaauw	Batavia	Zierikzee.
— 19	Julie	Cherpion	Do.	Do.
— 26	Titania	Deas	Shanghai	London.
— 27	Grasmere	Stockman	Foochow	Do.
—	Edinburgh Castle	—	Singapore	Clyde.
— 21	Persian	Black	Maulmain	Sunderland.
— 27	Helen Nicholson	Halliday	Shanghai	London.
— 27	Dunmail	Thompson	Do.	Do.
— 23	Birman	Bertaud	Manila	Belle Isle Roads
— 28	Sovereign of India	Scott	Hong Kong	London.
— 24	Nicolaas Witsen	Portengen	Batavia	Texel.
— 24	Mary Goddard	Neuhurp	Padang	Brouwershaven.
— 28	Scawfell	Thomson	Foochow	London.
— 28	Grenadier	Millar	Shanghai	Do.
— 30	Diamond	—	Nagasaki	Do.
— 28	Capiolani	Wooldridge	Manila	Liverpool.
— 28	Lady Douglas	—	Rangoon	Do.
— 28	Emerald	McKenzie	Manila	Queenstown.
— 29	Hamilla Mitchell	Branscombe	Do.	Off Valentia.
— 29	Lochlevin Castle	McGowan	Singapore	Do.
— 26	Ottolina	—	Batavia	Helvoet.
— 27	Hebe	Kiehl	Do.	Off Dungeness.
Nov.14	Coq du Village	Granger	Hong Kong	Valparaiso.
Dec.30	J. W. A. Lorentzen	Jessen	Zebu	London.
— 29	Pakwan	Shiel	Foochow	Off Scilly.
— 31	Ogono	—	Manila	Liverpool.
—	Queen of the Age	—	Foochow	Off Plymouth.
— 30	Ardencraig	West	Colombo	Portland.
— 30	Chalmers	Helps	Manila	Queenstown.
—	Abdul Medjid	—	Colombo	Do.
—	Monarch	—	Manila	Do.
— 29	Anagar	Sparre	Rangoon	Copenhagen.
Jan. 4	Albatross	Alquist	China	Prtamh.forAntwp.
Dec.23	Sir Harry Parkes	Chapman	Manila	New York.
Jan. 8	Maiden Queen	—	China	Downs.
— 8	Hamilla Mitchell	—	Manila	Liverpool.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.24	Ferozepore	Woollerton	Hong Kong	London.
— 24	Min	Melville	Shanghai	Do.
— 24	Wemyss Castle	Nicoll	Hong Kong	Do.
— 24	Burdwan	Douglas	Shanghai	Do.
—	Miranda	Moller	Hong Kong	Hamburg.
— 21	Maria Louise Antoinette	Muysson	Do.	Liverpool.
— 19	Wellington	—	Galle	Shields.
—	Jurgen	—	River Amoor	Cronstadt.
— 24	Horatio Harris	Humphreys	Galle	Portsmouth.*
— 23	Preciosa	Franks	Shanghai	Cardiff.
— 20	Falke	—	China	Sunderland.
— 23	Thusnelde	Hunckew	Singapore	Newport.
— 26	Japan	—	Do.	Cardiff.
— 28	Jungfraw	Jones	Yokohama	London.
— 28	Black Prince	Inglis	Hong Kong	Do.
— 28	Parmenio	Laird	Yokohama	Do.
— 27	Neckar	Heydorn	Galle	Cardiff.
— 26	Tricolor	Bryde	Yokohama	Penarth Dock.
— 27	Baron v. Heemstra	Nepperus	Batavia	Liverpool.
— 25	Cyprus	—	Sourabaya	Sunderland.
— 30	Aboyne	Grant	Colombo	London.
—	Martha	v. Rossem	Batavia	Rotterdam.
—	Pantaloon	—	Do.	Do.
— 31	Queen of the East	Browse	Galle	London.
— 31	Chusan	Roy	Hong Kong	Do.
— 31	Lennox Castle	McMichar	Shanghai	Do.
—	Argo	Ankringla	Batavia	Rotterdam.
—	Catharina	Overbeck	River Amoor	Cronstadt.
— 31	Iona	Dow	Singapore	Cardiff.
— 30	Fredk. Wilhelm	Moller	Hong Kong	Newport.
Jan. 1	Foldin	Brume	Chefoo	Cardiff.
— 1	Dr. Petermann	—	Hong Kong	Do.
— 1	Baltimore	—	Singapore	Do.
—	Horazio (?)	Mayland	Do.	Altona.
— 1	Glendoveer	Wilson	Do.	Sunderland.
— 2	Zingra	—	Yokohama	Cardiff.
— 2	Ragna	Gulbransen	Chefoo	Do.
— 4	Velocity	Woollan	Yokohama & Nagasaki	London.
— 3	Alice Graham	Morgan	Galle	Newport.
— 7	Mary Whitridge	Cutler	Cardiff and Shanghai	London.
— 6	Adriana Petronella	Breuk	Hong Kong	Liverpool.
— 3	Albion	Moncrieff	Singapore	Clyde.
— 4	City of Perth	Lamont	Batavia & Sourabaya	Do.
Dec.21	Windward	Barrett	Hg. Kong & Shanghai	New York.
— 23	Uncle Toby	Leavitt	Yokohama	Do.

* After being supplied with anchors and chain.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Lanercost, Grasmere, Gaucho. For Shanghai: City of Aberdeen, Star of China, Coral Nymph, Silver Eagle, Titania, Helen Nicholson. For Amoy and Chefoo: Coultrakyle. For Hong Kong: Dunmail, Scawfell. For Hong Kong and Canton: Peter Denny. For Manila: Angela. For Batavia and Sourabaya: Johannes. For Singapore: Ocean Belle, Meridian. For Penang: Benvenue. For Colombo: Wynaud, St. Andrew's Castle.

At LIVERPOOL.—For Shanghai: Challenge, Jenny, Ocean Empress. For Hong Kong, via Newport: Young England. For Batavia and Singapore: Phaeton. For Singapore: Mary Nicholson, Edmund Preston. For Manila: Victoria, Carmencita, Virgendel Carmen, Ogono. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon.

At GLASGOW.—For Singapore: Huntly Castle. For Samarang and Sourabaya: Glenclune. For Batavia and Sourabaya: Chili. For Colombo: Toronto.

SPOKEN.

EVA JOHANNA, Rotterdam to Batavia, Nov. 28, 7 N., 25 W.
CHALLENGER, London to China, Nov. 29, 8 N., 27 W.
MARY GOODALL, Baltimore to Japan, Dec. 6, 33 N. 45 W.
MELMERBY (supposed), Macao to London, 64 days out, Oct. 3, off Anjer
MATHILDA ATHELING, Singapore to London, Oct. 6, 11 S., 97 E.
ROBIN HOOD, Cardiff to Shanghai, Nov. 29, 7 N., 25 W.
TWEELINGEN, Batavia to Amsterdam, Nov. 8. 30 S., lon. 35.
ALACRITY, London to Hong Kong, Nov. 5, 16 S., 30 W.
VERTROUWEN, Batavia to Amsterdam, Dec. 5.
MARS, Colombo to London, Dec. 10, off Flores.
ELIZA LAING, Sunderland to Galle, Nov. 26, 8 N., 23 W.
LORD COLLINGWOOD, of Rye, for Galle, Dec. 24, 50 N., 8 W.
GELDERLAND, Batavia to Amsterdam, 15 N., 28 W.
RUSSELL GLOVER, Manila to Liverpool, Oct. 22, 30 S., 37 E.
AMARANTH (Hamb. barq.), for Hong Kong, Dec. 11, 49 N., 6 W.
ANN THOMPSON, Foochow to L'pool, 91 days out. Dec. 8, 25 N., 37 W.
MAIDEN QUEEN, Foochow to London, Dec. 12, 29 N., 42 W.
PARANA, Clyde to Japan, Sept. 23, 8 S., 106 E.
BORNEO, Padang to Boston, Oct. 22, 35 S., 25 E.
MARTHA, Batavia to Rotterdam, Nov. 22, 9 N., 25 W.
GENERAL HAVELOCK, Cardiff to Shanghai, Nov. 4, 3 N., 28 W.
ELIZA LAING, Sunderland to Galle, Nov. 24, 10 N., 25 W.
ISLES OF THE SOUTH, Shanghai to London, 134 days out.
PRINCE OF WALES, Cardiff to Shanghai, Sept. 15, 37 S., 2 W.
JAMES TALBOT, London to Shanghai, Sept. 21, 39 S., 13 E.
PRINCESS, Hong Kong to Cowes, Nov. 23, 3 N., 23 W.
ALICE COCINEE (?), from China, Jan. 2, 51 N., 14 W.
PHŒNIX, Cardiff to Shanghai, Nov. 12, 8 S., 33 W.
GLENLEE (Am. ship), Liverpool to Hong Kong, Sept. 15, 8 N., 25 W.
MELBOURNE (ship), Manila to Falmouth, Oct. 29, lat. 31, lon. 10.
BARQUE, 3rd d.p. 0243, Liverpool to Singapore, Nov. 25, 12 N., 27 W.
ANTONY (Dutch), Liverpool to Batavia, Nov. 25, 12 N., 27 W.
WILLEMINA AND CLARA, Batavia to Amsterdam, 10 N., 24 W.

FREIGHTS AND CHARTERS.

The following is from the circular of Messrs. Stringer, Pembroke and Co.:

"A review of the coal shipments from this country to the principal Eastern ports during the past year exhibits an increase of rather over 50 per cent., say 796,000 tons, as against 527,000 tons during the year ending 31st December, 1866. Noticeably this increase has been greatest to those ports which are affected by the war in Abyssinia, but the same feature, although in a less degree, is to be observed of other ports, and this may be undoubtedly traced primarily to the rapid growth of steam shipping which is now extending to more distant ports, and consequently large shipments of coals may be looked for. Nor is the development of steam confined to Great Britain, for not only are ships of war but those for mercantile purposes of other nations largely augmented in number and add considerably to the consumers of English coals. Hitherto the coals obtained in Australia, though the quantity has been considerable, has not affected the East Indian markets to any great extent, as they have not yet been found to give such satisfactory results for steam shipping purposes as English coals, and the export of coals from Japan, which proved of very good quality, and which at one time promised to be of much service to the China ports, is for the present almost entirely suspended, whilst the same remark applies to the Labuan coals, which being of such good quality might, if more actively worked, be of material advantage for steam purposes in the same direction. Looking then to the foregoing facts there can be no doubt that the quantity of tonnage required for coals during the ensuing year will be a full average. At present, however, the ports above alluded to are well supplied and the stocks kept up with the prospect of the demand for the Abyssinian requirements, so that at the moment it cannot be expected that the inquiry for tonnage would be considerable, which causes a temporary depression in rates, yet a good outward business may, it is reasonably expected, be looked for during the year.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Cheefoo: 60s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £54. For Shanghai: £55. For Hong Kong: £45. For Saigon: £50. For Singapore: £33. For Batavia: £32. For Colombo, £30. For Galle, £34. From Newport, Cardiff, or Swansea, per ton.—For Yokohama: £2 12s. 6d. For Shanghai: £2 15s. For Chefoo, £2 15s. For Hong Kong, £2 5s. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 13s. For Batavia, £1 10s. For Trincomalee, £1 12s. 6d. For Galle, £1 14s. For Colombo, £1 8s. 6d.

The Admiralty have invited tenders for the conveyance of 17 tons weight small arm ammunition, 3 tons meast., carriage, &c., 14 tons naval masts and timber, 4 tons naval cordage, 18 tons weight and 33 tons meast. naval common stores, from the Thames to Trincomalee; also of 45 tons weight, small arm ammunition, 8 tons meast., iron carriage slides, to Hong Kong

CASUALTIES.

The Glendoveer, Wilson, which sailed from Sunderland for Singapore, Jan. 1, put into Grimsby Roads, Jan. 5, leaky, through a defect in water-closet pipe.

The Bilderdyk, Victor, from Amsterdam to Batavia, has been frozen up in the Great North Holland Canal, near Alkmoar.

The Gabrielle Alice, Lancelot, from Saigon to Bordeaux, which put into Mauritius, Nov. 16, leaky, would have to discharge and be docked to repair.

The Monarch, Macey, from Manila to London, put into Queenstown Jan. 1, and was towed into a dockyard there.

MISCELLANEOUS.

At GUADALOUPE.—Dec. 5, Hindostan, Renouleau, from Saigon, and sailed for Belle Isle.

The Thunder, s., Taylor, from Hong Kong, &c., to Calcutta, has been posted at Lloyd's as not having been heard of since she left Penang on the 27th Oct.

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PORT OF AMOY.
CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring espatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average pring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the eception of stores of vessels requiring to discharge them

---

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with ubstantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS nd Co., Singapore; or to W. W. KER, Esq., 101, Cannonreet, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000 0
RESERVE FUND £145,902 14

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George Garden Nicol, Esq., *Chairman.*

Donald Larnach Esq. | Ellis Jas. Gilman, Esq.
George May, Esq. | D. T. Robertson, Esq., *Chief Manager (ex officio).*
Sir F. J. Halliday, Esq. K.C.B.
Jas. Murray Robertson, Esq.

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants afts payable at its Branches and Agencies, and issues tters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

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COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	60,000,000	... £2,400,000
Do. Mar. 15, 1868		10,000,000	... £400,000
Do. Sept. 15, 1868		10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai ong Kong, Saigon (Cochin-China), Bourbon (Reunion.)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters o Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every scription with the Continent, India, China, &c., upon s to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates of collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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ESTABLISHED IN SHANGHAI, 1863.

DIRECTORS.

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F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.

John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and CO., Agents, Hatton-court, Threadneedle-street.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

LONDON OFFICES:

32, NICHOLAS-LANE, LOMBARD-STREET

THE ORDINANCE of INCORPORATION having received the Royal assent, a London Register of Shares has now been established, and shareholders in the company desirous of having their shares transferred from the Hong Kong Register, can do so upon application at this office.

Certificates for shares so transferred will be granted in exchange for the original certificates, the conversion being effected from dollars into sterling at the rate of 4s. 6d. per dollar.

The Ordinance, Deed of Settlement, and London Register of Shareholders can be inspected by shareholders at this office on application to the manager.

Purchasers of shares can have their transfers registered at this office, and also obtain new share certificates in lieu of those surrendered by the transferrer.

Forms of transfer (according to the Ordinance of Incorporation and Deed of Settlement) can be obtained on application at this office.

Dividends on shares on the London Register will be paid in London, in sterling, at the rate of exchange for Bank bills at sight by the mail leaving Hong Kong after the declaration of each half-yearly dividend.

The transfer books for shares on the London Registe will be closed for fifteen days previous to the 25th day of June and 25th day of December in each year.

By order of the Court of Directors,
W. H. VACHER, Manager.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

AND

COMMISSION AGENTS.

NAGASAKI

JAPAN.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds Cisterns, Pails, Gutters, Wire for Fencing, &c.

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By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph, 2, Cowper's-court, Cornhill.

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" Browne, van Santen, & Co. ...Liverpool
" van Weenen, Heur, & Co. ...Falmouth
" Schultze, Reis, & Co. .....Yokohama
" Wilson, Cornabe, & Co. .....Chefoo
" Siemssen & Co. .....Hong Kong, Foochow, & Shangha.
" Paseday & Co. .....Amoy
" Behn, Meyer, & Co. .....Singapore
" Markwa'd & Co. .....Bangkok
" Behre & Co. .....Saigon
" Friederichs & Co. .....Penang
" Busing, Schroder, & Co. .....Batavia
" Ernsthausen & Oesterley ...Calcutta
Mr. A. C. Gumpert .....Bombay
" Wm. Berg .....Capetown

Hamburg, 24th October, 1867.

AUGUST BEHN,
Chairman of the Board of Administration of the Germanic and International Lloyd's.

* The agents appointed to foreign ports represent the society where no district association has been formed, and have to report upon the condition of any vessel, in case no fit person should be available as surveyor for the Germanic and International Lloyd's. They may, however, appoint for any one survey any competent captain of a vessel, or any other competent person as an assistant. They have further to watch over and extend the interests of the society, and to report upon all matters which may be considered as useful to the society.

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LISTLESSNESS, HEADACHE, FLATULENCY. — Winter brings these symptoms, so frequently the forerunner of serious diseases, and when neglected, too often te minating in palsy or apoplexy. The moment giddiness, dimness of sight, or headache comes on, Holloway's Ointment should be freely rubbed into the nape and glands of the neck, and his Pills should be simultaneously taken to complete the patient's security, which will be thoroughly guaranteed by a strict obedience to the directions for use which envelope every pot and box of these purifying and preservative remedies. The Ointment and Pills act beneficially by driving the blood from the head, balancing the circulation, removing all undue pressure from overgorged veins, and invigorating the nervous system.

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prevents the material from felting into a mass, as is the case in all ordinary Mattresses. The Patent Mattresses are made of the very best Horsehair, are thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

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196, 197, 198, Tottenham-court-road, London, W.

THE Directors of the LONDON and ST. KATHARINE DOCKS COMPANY hereby announce that they have decided on REDUCING the CHARGES on TEA as specified in the following schedule, and that the reduction will be applied to all teas warehoused in any of their Docks since the 1st September last, viz.:—

PER PACKAGE WEIGHING GROSS.

	160 lbs. to 199 lbs.	130 lbs. to 159 lbs.	90 lbs. to 129 lbs.	60 lbs. to 79 lbs.	45 lbs. to 59 lbs.	35 lbs. to 44 lbs.	15 lbs. to 34 lbs.	Not exceeding 14 lbs.
Landing and Housing rate—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former rate ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced rate ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	
Management rate—								
Former rate ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced rate ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	

THOMAS CHANDLER, Secretary.

London and St. Katharine Dock House, Leadenhall-street,
1st November, 1867.

THE EAST and WEST INDIA DOCK COMPANY have to announce that they have REDUCED the RATES on TEA according to the following scale, and that these rates will apply to all tea warehoused with the Company since 1st September, 1867:—

Rates per package.	160 lbs. and under 200 lbs. gross.	130 lbs. and under 160 lbs. gross.	90 lbs. and under 130 lbs. gross.	60 lbs. and under 80 lbs. gross.	45 lbs. and under 60 lbs. gross.	35 lbs. and under 45 lbs. gross.	15 lbs. and under 35 lbs. gross.	Under 15 lbs. gross.
Landing and Housing—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former... ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	0 4
Management—								
Former... ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	0 5
Rent per week per package...	0 1	0 0¾	0 0½	0 0½	0 0½	0 0½	0 0¼	0 0

Billiter-square, November, 1867.

THE MONEY MARKET REVIEW

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EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

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CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist's Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

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The CHEAPEST INK.
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The PERMANENT INK.
The 1d. Packet equal to a 6d. Bottle.
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PERRY and CO.'s PATENT BOSTONITE GOODS.

PERRY and Co. have much pleasure in introducing their new patent BOSTONITE to the Public, and they do so with the full conviction that it will supply a want long felt, viz.: perfect Lead or Coloured Pencil Tablets Slates, &c.

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Arrangements have been made for the conveyance of Goods, Passengers, Specie, &c., from SINGAPORE to BATAVIA by the Steamers of the NETHERLANDS INDIA STEAM NAVIGATION COMPANY.

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MESSINA, ALEXANDRIA, ADEN POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—
MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Université, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th and 29th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.

Inman Line, leaving Liverpool every Wednesday and Saturday.

National Line, leaving Liverpool every Wednesday.

Guion's Line, leaving Liverpool every week.

New York and Havre Line, leaving Falmouth once a month.

Hamburg-American Line, from Southampton.

North German Lloyd's Line, from Southampton.

And at Panama by the steamers of the

Royal Mail Line, from Southampton on the 2nd and 17th of month.

West India and Pacific Line, from Liverpool 5th and 20th of month.

Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departure for China will be from San Francisco:—

GREAT REPUBLIC, 4,000 tons, March 5, 1868.

For further particulars and through passage rates, apply to H. STARR and Co., Passenger agents, Pacific Mail Steamship Company, No. 145, Cheapside, London.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

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CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To sail.
Shanghai	Star of China	A1 14 yr.	E.I.D.	Jan. 10
Shanghai	Pegasus	A1 14 yr.	W.I.D.	To fol.
Manila	Angela	3 3rds A1	W.I.D.	Jan. 10.
Kanagawa	Queen of the Age	A1 13 yr.	W.I.D.	With des
Amoy & Chefoo	Coulnakyle...	A1 13 yr.	W.I.D.	With des
Singapore	Meridian ...	A1 10 yr.	W.I.D.	With des

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and PENANG.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Helen Nicholson	A1 12 yr.	E.I.D	Jan. 25.
Hong Kong ...	Peter Denny	A1 14 yr.	E.I.D.	With des.
Yokohama, Kanagawa	Lanercost ...	A1 14 yr.	E.I.D	With des
Singapore	Ocean Belle	A1 12 yr.	W.I.D.	With des.
Penang	Benvenue ...	A1	S.K.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

INDIA, CHINA, AND JAPAN.

GELLATLY, HANKEY, SEWELL, and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Docks.	Dates.
Bombay	Admiral de Winter	3-3d A1	E.I.D.	Jan. 10.
Bombay	City of Richmond	A1 7 yr.	E.I.D.	Jan. 25.
Bombay	British Admiral	AA 1	E.I.D.	Jan. 20.
Calcutta	Arundel Castle.	AA 1	E.I.D.	Jan. 20.
Shanghai.....	City of Aberdeen	A1 14 yr	E.I.D.	Jan. 15.
Yokohama ...	Grasmere	A1 10 yr	E.I.D.	With des.

For Freight or Passage apply at Poolfold-chambers, Cross-street, Manchester; or to 27, Leadenhall-street, London, E.C.

With quick despatch.

FOR MANILA, DIRECT, the splendid Spanish clipper-ship ANGELA, 3-3rds=A1 9 years in veritas, 486 tons register; J. Y. DE ONATE, Commander. West India Docks. This vessel, built at Bilboa, in Spain, expressly for the Manila trade, and being of the highest class, is strongly recommended to shippers requiring despatch.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With despatch.

FOR CHEFOO (taking Goods for AMOY, if sufficient inducement offer), the splendid clipper ship COULNAKYLE, A1 13 years, 610 tons register, ALEXANDER MORISON, Commander; West India Docks. This magnificent vessel, built under special survey by Messrs. A. Hall and Co., of Aberdeen, for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to JOHN WILLIAMSON York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see "The Times" (daily) and other papers.

10th January.

FOR SHANGHAI, DIRECT, the splendid Aberdeen-built clipper ship STAR OF CHINA, A1 14 years, 794 tons register; JAMES HODGE, Commander, East India Docks. This well-known magnificent ship, built expressly for the China Trade under special survey, is strongly recommended to Shippers.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C. London.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With quick Despatch.

FOR KANAGAWA Direct, and to NAGASAKI, if sufficient inducement offer, the splendid clipper ship QUEEN OF THE AGE, A1 13 years, 757 tons register, I. N. CYMA, Commander; West India Docks. This magnificent vessel, built under special survey, is strongly recommended for the shipment of fine goods. Has very superior first-class passenger accommodation.

For freight or passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With quick despatch.

FOR SINGAPORE DIRECT (and for PENANG, if sufficient inducement offer), the very fine clipper built ship, MERIDIAN, A 1 10 years, 393 tons register, ISAAC SERVICE, Commander; West India Docks. This fine ship, built under special survey, is strongly recommended to shippers requiring despatch.

For freight or passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; to SUART and SIMPSON, 9, Clement's-lane; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

Regular Line of Packet Ship.
To sail on the 20th.

FOR HONG KONG, the well-known clipper DUNMAIL, A 1 14 years, 771 tons register, PETER THOMPSON, Commander. East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail positively on the 20th January (having a large portion of her cargo engaged).

FOR SHANGHAI, the splendid clipper ship TITANIA, A 1 14 years, 879 tons register, ROBERT DEAS, Commander; lying in the East India Docks. This ship was built by Robert Steele & Co., of Greenock, and has proved herself to be equal to any ship afloat.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

To sail on the 25th January.

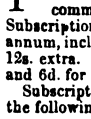
FOR SHANGHAI, the splendid clipper, CORAL NYMPH, A1, 12 years, 725 tons register; JOHN WINCHESTER, Commander, lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail on the 5th of February.

FOR HONG KONG, the well-known clipper SCAWFELL, A 1 13 years, 826 tons register, ROBERT THOMSON, Commander; East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.



COLOMBO (First Ship).—The ST. ANDREW'S CASTLE, A1 14 years 639 tons, is now rapidly loading in the West India Docks, and will be punctually despatched. Last shipping day, Thursday, 9th Jan., 1868.

Apply to LIVINGSTON, HOLDING and BRIGGS, 31, or to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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Batavia.....	HUNTER, HOUGHTON, & Co.
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Nagasaki—Japan ..	PIGNATEL & Co.
Yokohama	WATKINS & HANSARDS.

OFFICE, 2, COWPER'S COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Saturday, January 11, 1868.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 18th, and 26th.

VOL. X.—No. 270.] LONDON, MONDAY, JAN. 27, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Sept. 26	Nov. 21	Nov. 28
Nagasaki	—	—	Dec. 1
Hakodadi			
CHINA—Peking	—	—	Nov. 29
Tien-tsin	—	—	Dec. 2
Chefoo	—	—	Dec. 5
New-chwang	—	—	Nov. 27
Hankow	—	—	Dec. 5
Kin-kiang	—	—	Dec. 6
Chin-kiang			
Shanghai	Oct. 17	Dec. 5	Dec. 9
Ningpo	—	—	Dec. 6
Woo-Chow	—	—	Dec. 11
Formosa—Tamsuy			Dec. 13
Amoy			
Swatow			
Hong Kong	Oct. 17	Nov. 30	Dec. 15
Canton			
Macao			
PHILIPPINES— Manila	Oct. 10	Nov. 29	Dec. 7
COCHIN-CHINA— Saigon			
SIAM—Bangkok	—	—	Dec. 5
BORNEO—Labuan	—	—	Dec. 7
Sarawak	—	—	Dec. 13
JAVA— Batavia	—	—	Dec. 26
MALACCA STRAITS— Singapore	Nov. 11	Dec. 13	Dec. 22
Penang	Nov. 11	Dec. 11	Dec. 25

The next inward mail (French), with Hong Kong dates to Dec. 26, may be expected about the 5th proximo. Telegrams in anticipation of the P. and O. mail of Jan. 1 were received on the 20th. The correspondence from Shanghai of Oct. 16, via San Francisco, was delivered this morning.

ALTERATION IN THE NEW MAIL SERVICE.

THE time-table originally prepared for the new postal service having proved in some respects unsatisfactory as regards the Australian mails, a new table, slightly altered, has been issued by the P. and O. Company at the request of Government. Under the previous arrangement, the inward Australian mail would have arrived three to four days after the despatch of the outward one, causing a delay of more than three weeks in answering the homeward letters. In order to obviate this, the second outward China mail under the new contract, which would have been despatched on Friday, the 20th March, is postponed until Friday, the 27th. There will thus be an interval of three weeks, instead of a fortnight, between the two March mails for China, but after that they will leave London every alternate Friday, in accordance with the original scheme.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Syria, arrived Jan. 24.—From Hong Kong: Mr. T. Euziere, Mr. Waong Tsow, Mr. Rodger, Mr. Maclellan. From Galle: Mr. Tuckworth, Mr. Teil, Sir E. and Lady Creasy, 6 children and servant, Mr. Christian.

To Southampton, per P. and O. steamer Bangalore, expected to arrive Feb. 2.—From Yokohama: Mrs. Clarke. From Hong Kong: Mr. H. Winstanley, Capt. Bernard, Mr. Prior, Mr. T. F. Wade, and Capt. Castiller, Mr. R. Towers, F. H. Forth, and one second-class passenger. From Galle: Mr. Morice, Mr. Wilson.

To Alexandria.—From Yokohama: Mr. Biff. From Shanghai: Mr. J. Hogg.

To Suez.—From Galle: Mons. D. Harcourt.

By last Bombay mail to Marseilles, per P. and O. steamer Tanjore, arrived Jan. 18.—From Hong Kong: Mr. Campbell.

By last mail to Marseilles, per P. and O. steamer Rigen, arrived Jan. 11.—From Yokohama: Mr. Delarbe and servant, Mr. Daime, Mr. Daipsin. From Shanghai: Mrs. Partridge and 2 children, Mr. Gray. From Hong Kong: Mr. M. Smith, Mr. Rojas, and 3 second-class passengers. From Singapore: Mr. and Mrs. Kerstay, and one second class passenger. From Penang: Major and Mrs. Church, Miss Forbes. From Galle: Col. Byrde and child, and one second-class passenger.

To Southampton, per P. and O. steamer Massilia, arrived Jan. 17.—From Galle: Mrs. Church ll, 2 children and servant, Mrs. Methven, child and servant. From Singapore: Mr. Brooks, Mr. Harlem, Mr. and Mrs. Stevens, and one second-class passenger. From Hong Kong: Mr. Staunton, Mr. Monk, and two second-class passengers. From Shanghai Mr. Middleton, and one second-class passenger.

PASSENGERS OUTWARD.

Per P. and O. steamer Ceylon, from Southampton, Jan. 20.—To Yokohama: Mr. O. Driscoll, Mr. Hall. To Shanghai: Mr. Hillier, Mr. Andrews. To Hong Kong: Ensign Walker, Captain St. John, Ensign Schrieber, Ensign Young, Ensign Shackwell, Ensign Roberts, Ensign Chevers, and Ensign Kelly, Assistant-Surgeon McCarthy, R.N., Assistant Surgeon Fetherstonehaugh, R.N., Assistant Surgeon O'Connor, Surgeon G. B. Hill, R.N., and man servant. To Singapore: Assistant Commissary-General Blackie. To Ceylon: Lieut. John James, Mr. Hardinge Cameron, Ensign Preston, Ensign Fulton, and six second-class passengers. To Calcutta: Rev. Mr. and Mrs. Keene, Rev. F. and Mrs. Orton, Capt. A. Walker, Mrs. Spence, Mrs. Strong, two children, and ayah, Mr. and Mrs. E. H. Sims and child, Capt. Callander, Miss Callander, Mr. R. Mcalpine, Mrs. Duval, Miss Forsyth and servant, Mr. C. E. Pitman, Mr. E. H. Driberg, Mr. W. P. Johnston, Mr. R. Boteler, Mr. F. Graham, Mr. A. D. Dundas, Mr. H. Fanshawe, Mr. Paget Luke, Mr. Graham Parry, Mr. Ewbank, Miss Harford, Mrs. Catliff and child, Mrs. Freeman and two children, Mr. C. Browning, and fifteen second-class passengers. To Madras: Mrs. F. H. Campbell, child, and servant, Lieut. Col. W. D. Stanley, Mr. and Mrs. Ludlow und child, Mr. H. Dewey, wife, and child, Capt. Hastings Fraser, Mrs. Bradley, Mr. and Mrs. Maud, two children, and servant, Mrs. Miller, Mr. F. Vallack, Mr. J. A. Pinson, Mrs. Stevens, and four second-class passengers.

From Marseilles, Jan. 29.—To Yokohama: Mr. Vernede. To Shanghai: Mr. J. Blain. To Hong Kong: Mrs. Armstrong, Miss Caldwell, Mr. J. and Mrs. O'Dell, Mr. W. L. O'Dell, Mr. T. E. Mercer, Mr. H. D. Phipps, Mr. H. Peers. To Singapore: Miss Mary Thompson, Dr. and Mrs. Campbell. To Ceylon: Mr. T. Helmer, Mr. J. G. Morley. To Calcutta: Rev. J. and Mrs. Wilkinson, Mrs. Hatch, child, and servant, Mr. J. D. Ward, Mr. G. Barclay, Mr. and Mrs. Pigott, Miss Balfour, Mrs. Barton, Lieut. J. H. Baldwin, Capt. and Mrs. Swinton, Mr. W. Williams, Mr. H. Berners, Mr. H. Thurburn, Mrs. and Miss Raikes, Mr. and Mrs. McPhail and child, Dr. and Mrs. Barry, Mr. Hindhaugh, Mr. F. Lambert, Mr. Brochard, Mr. D. J. Martin, Mr. H. W. Fraser, and four second-class passengers. To Madras: Miss Barclay, Dr. Barclay's two children, Mr. G. Banbury, Lieut. H. A. Prior, Capt. F. O. Mayne, Mr. Cruysdale, Mr. Trevor, Mrs. E. Balfour.

From Suez.—To Hong Kong: Mr. Lewin Joseph.

Per P. and O. steamer Pera, from Southampton, Feb. 4.—To Shanghai: Mr. R. Haslam, Mr. Carles. To Hong Kong: Lieut. Col. de Butte, R.E., Staff Asst. Surg. and Mrs. Ray. To Singapore: Mr. J. C. Ker. To Penang: Mr. and Mrs. J. Allan and child.

From Marseilles, Feb. 12.—To Yokohama: Mr. J. P. Mollison. To Shanghai: Mr. S. Brown. To Hong Kong: Mr. and Mrs. Alfred Hancock, Mr. R. Watmore. To Singapore: Sir Benson and Lady Maxwell, Miss Maxwell. To Batavia: Mr. J. S. Aitken.

Per P. and O. steamer Nyanza.—From Southampton, Feb. 20.—To Hong Kong: Mr. and Mrs. Swanson and child, Miss Goodall.

From Marseilles, Feb. 28.—To Kong Kong: Mr. F. W. Kitching.]

Summary of News from the Far East.

JAPAN.

The Japan news by the present mail has been anticipated by the Pacific route, which has brought intelligence from Yokohama to the 6th December. The following is a summary of it:—The Shiogoon has resigned his governing power into the hands of the Mikado. The government of the empire will henceforth be carried on, under the Mikado, by a council of Daimios, or nobles. There are many rumours afloat of troubles at Kioto, the metropolis of the empire. Some assert that the death of Stotsbashi has taken place, but it is not generally believed. Osaka and Hiogo will certainly be opened to foreign commerce on the 1st of January, 1868. The United States' Minister, with several of his colleagues, will proceed there in a short time, to be present on the occasion of the opening. An army and a large naval force will be present in case of trouble. The opening of Yeddo is deferred until the 1st of April next. The new port to be opened on the west coast of the empire is Neegata, as named in the original treaty; but the harbour at that place being unsafe for foreign ships coming in, that of Ebisunito, on the island of Sado, 30 miles distant, is to be made the port of entry in its stead. This port and harbour are to be opened on the 1st of April. The reason for the delay given by the Japanese is that they cannot prepare the settlements before that period. There are a good many robbers in Yedo, and some fear lest they should come to Yokohama.

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Several mercantile houses intend opening branches of their establishments at Osaka and Hiogo; among others three American houses whose headquarters are here. General Van Valkenburg, the United States' Minister in Japan, was married on the 25th of November to Mrs. Schoyer, widow of the late Raphael Schoyer.

YOKOHAMA.

Advices from this port by the mail delivered to-day are to the 28th November. The outward mail of Sept. 26 was delivered Nov. 21. We have now detailed accounts of the political revolution, in which—for the first time—the local journals agree.

The *Japan Times*, which long ago announced, and has all along adhered to, the fact of the Shiogoon's resignation, says:—"The statement made by this journal that Stotsbashi had resigned the Shiogoonate, which was so circumstantially and positively denied by the Gorogio and the French Minister, has been now officially admitted to be correct. The history of the transaction is as follows. The Prince of Tosa, representing a confederation of several of the most powerful Daimios, presented a memorial to the Mikado urging upon him the necessity of Stotsbashi's retirement and of a radical change in the Government, that change which we have never ceased to advocate as of prime necessity to our continued peaceful intercourse with Japan. Stotsbashi resisted for some time, but finally yielded, and having tendered his resignation and received the Mikado's acceptance of it, now holds office only till the new Cabinet can be formed and the new system inaugurated. As there is no doubt that the movement is one which the most powerful men in the country have combined to make—one clearly advantageous to their pecuniary interests and tending to the developement of the country's resources, it will probably be effected without much difficulty and result in nothing but good. What the Japanese have most to dread is some unwarrantable interference by some of their Western allies; and as French policy is, absolutely and in all its details, subverted by the victory of the Liberal party—there is some reason to fear on this score. Neither the Mikado nor the council of Daimios is likely to sanction the expenditure of the public funds for the completion of the contracts entered into by the late Shiogoon. It would be absurd to expect Tosa, Satsuma, Kanga, Echizen, or Higo to permit their people to be taxed, or their custom dues mulcted, to furnish the Tokugawa family, already too strong, and whose yoke they have only just succeeded in breaking, with a dock, an arsenal, an iron clad fleet, and a large corps of naval and military instructors, the pick of the French scientific schools. All contracts for such, made by the late pseudo-government of Japan, the real rulers of the country, will be perfectly justified in repudiating, and MM. Roches, Coullet, Louis Napoleon and Cie, must claim on the private estates of Stotsbashi and his family for whatever damages they sustain. It will be the duty of the other Western Powers to see that these claims are not enforced with undue harshness; there must be no introduction of "a man in possession;" and as neither England, Prussia, nor America could view without apprehension the establishment of a French depot of any importance in the Pacific, it is improbable that the attempt will be made. Still proper precautions must not be neglected.

"Thus his Majesty the Mikado, Satsuma, Tosa, Echizen, and Stotsbashi himself will, it is believed, constitute the Cabinet; to Chiosiu is to be committed, it is said (but this is rather doubtful), the command-in-chief of the Imperial armies; the Council of Daimios will undertake the administration of minor details, and so, from the demi-theocratic system of government, Japan has advanced to the Venetian. In these days of accelerative progress, how many years will elapse before we see it under the rule of a constitutional monarchy? Surely this may come to pass in our generation. And then, when the fulness of time brings forth its Japanese Beales, perhaps the Demos will rule Nippon, and the coolie will be at least as good as the Daimio.

"If we could cease at this point we should do so with unalloyed satisfaction; but the report of Stotsbashi's assassination by a party of Satsuma and Tosa men comes to us from too many sources to allow us altogether to discredit it. The Gorogio, who so distinctly contradicted last month our announcement of the abdication, and have now officially to admit it, deny that Stotsbashi has been killed, but say that he is "sick." We fear that his sickness—as has always been the case when a Shiogoon is in question—is unto death. It is stated to us that the event occurred on the 19th day of the Japanese month, the 14th instant. The news was transmitted to Yedo, it is said, in the almost incredibly short space of 54 hours. We give the report, it must be understood, with the reservation that we sincerely trust it may not be true, and that we cannot vouch for it with certainty. Our opinion of this talented young statesman is on record, and none desire more earnestly than ourselves that his valuable life may long be preserved for the service of his country.

"The question of the opening of the new ports and the plans of the foreign concessions there have become additionally complicated since we last wrote on these subjects. In view of the revolution just accomplished, which virtually abrogates the treaties of 1858 and their corollaries, it is doubtful whether the ports can be opened at all before the Mikado has formally adopted the agreements made with the Shiogoon, and even then it may well happen that some other less under the control of the Tokugawa family may be selected for the new points of contact with the foreigner. Already we have official information that neither Yedo nor Nee-e-gata will be opened till the 1st of April, and we doubt much whether the Daimios will allow Osaka to become a port for foreign trade so long as the castle, and with it the military command of the town, remains in the hands of Stotsbashi. This is, however, a matter of detail not likely to be difficult of arrangement.

"To sum up in a few words the events of which we have written above—whether Stotsbashi be alive or dead, it is certain that he is no longer Shiogoon; the party opposed to the opening of only Shiogoon's ports is supreme in the country. It is most probable that the office of the Shiogoonate will be either abolished altogether or undergo a great diminution of power; the Kokushi Daimios are the masters of the situation, and it remains for them to decide whether the old power of the Mikado shall be re-established and the treaties with foreigners observed in their true spirit, or whether a futile, suicidal effort shall be made to drive us altogether from Japan."

The *Japan Herald*, which has persistently denied the possibility of the changes, says:—

"The excitement of the past fortnight has been the reassumption by the Mikado of the powers which have been for the last two centuries and a-half vested in the office of Shiogoon and which have been during the last week or so voluntarily resigned by Stotsbashi. This important change in the Administration has naturally caused the circulation of vague reports of disturbance, confusion, and even assassination, all of which are entirely without foundation, as here, and also at Yedo, affairs are perfectly quiet, and there is, so far, every appearance of the existence of general order.

"An assembly of the Daimios has been ordered by the Mikado to meet and deliberate on the details of the future constitution and Government of the empire. It were of course premature to anticipate the result of their labours, though the present state of affairs would seem to point to the Daimios having for the future a recognised voice in the legislation and administration of the country and to the Shiogoon, Stotsbashi retaining an important position in the Government. It is certain that Stotsbashi has been requested by the Mikado to continue to direct the affairs of State much the same as heretofore, in conjunction with officers of the Mikado's court, and to devote to the service of his country the undoubted talents that he possesses for administration.

"Stotsbashi has arrived at the wise conclusion that the changes consequent on foreign intervention should be effected boldly and openly, and with the concurrence of those who, from their position, have a right to a voice in the representation of the country. This decision is, in our opinion, indeed, a sagacious one, and it is now therefore a National Assembly that is to decide the future relations which Japan shall adopt in her relation with Foreign Powers.

"Stotsbashi, leaving to the national movement its full liberty and *prestige*, has resigned to the Mikado the powers with which as Shiogoon he had been invested; he has, nevertheless, at the express request of the Mikado and the Gorogjio, retained the direction of the affairs of the State until the meeting of the national assembly above referred to. Tranquillity and peace reign supreme at Kioto and Yedo, and we fail to see any signs for cause of apprehension or difficulties.

"It is certain that henceforth the treaties will be respected and we believe that the outgoing mail carries a manifest from the Japanese Government to the European Cabinets, which will tend to throw more light on the actual position of affairs. Whilst, however, accepting Stotsbashi's resignation, the Mikado—or rather his counsellors, he being a youth of about nine years of age,—expressed the hope that he would still afford to

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the country the advantage of his able advice and co-operation in the Government, and it is more than probable that Stotsbashi and his Ministers will in reality continue to hold the reins of Government until the details connected with the new form of administration have been finally settled."

The *Japan Times* thus describes an important municipal reform that has been inaugurated in Yokohama. It was decided last June that it was impossible for the existing Municipal Council to remain in office without some radical change. The following resolution was therefore adopted :—

"It being evident that with existing receipts only, the Municipal Council cannot meet their necessary yearly expenditure, and having no means for levying rates for municipal purposes, it is proposed that they resign office, and the land renters memorialise the different Foreign Ministers, requesting them to call upon the Japanese Government to take upon themselves all the duties of the municipality, proper guarantees being given that the Japanese Government will effectually drain the settlement, carry out all measures necessary for sanitary purposes, maintain an efficient European police, and further, that they shall establish a Government office specially appropriated to municipal affairs, at the head of which shall be an European Surveyor of Roads, &c., to whom all complaints regarding roads, drains, &c., can be referred."

In pursuance of these instructions, the committee addressed to the Ministers the following letter, in which they enclosed a summary of the debate and minutes of the proceedings. The Ministers having taken this letter and its enclosure into consideration, in concert with a commission specially appointed by the Japanese Government for the purpose, replied in a collective note dated November 4th, from the French Legation at Yedo. This commenced by informing the Committee of Land-renters that the foreign representatives had agreed to recommend to the Japanese Government the adoption of the following measures, as being essential in the present circumstances to the maintenance of order and the public health in the Settlement.

Arrangements for the Establishment of a Japanese Municipal Office for the Foreign Settlement at Yokohama.

I.—That an office to be called the Municipal Office be formed under the Japanese Government at Yokohama and placed in the charge of a Foreign Director, who will be subordinate to the Governor of Kanagawa.

II.—That the said Director acting under the authority of the Governor of Kanagawa shall see to the repair, cleanliness, and efficiency of all the streets and drains in the Foreign Settlement of Yokohama. He shall be authorised to receive such complaints relative to police or the state of drains and thoroughfares as may properly be addressed by Foreigners to the local Government direct, and in the name of the Governor of Kanagawa will prosecute Foreigners before their own authorities for nuisances or any infringement of police order.

(Here is interpolated a Memorandum recommending Martin Dohmen, Esq., of H. B. M. Consulate, for the office).

III.—The said director, acting under the advice of the Governor, will have the charge and direction of all foreigners employed as police in the foreign settlement, or for the repression of disorderly conduct on the part of foreigners within the port of Kanagawa. Whenever a subject of a Treaty Power is arrested in the commission of an offence the person so arrested must be conveyed at once to the Consul of his nation, who will take steps for his detention until he can be prosecuted.

IV.—The Governor of Kanagawa, acting with the advice and assistance of the said director, and with such advice as he may obtain from foreign Consuls, will exercise jurisdiction—both criminal and civil—over the subjects of China and the subjects and citizens of other non-Treaty Powers residing within the said settlement or within the Port of Kanagawa.

V.—The land rents payable by foreigners will be collected by the said director, as they become due, for the Governor of Kanagawa, and will be empowered to sue foreigners for default of payment before their own authorities.

VI.—The Foreign Consuls will confine within the narrowest limits compatible with public convenience, the number of licenses issued by them for the sale of spirits and liquors, &c. A copy of every license will be furnished to the Governor of Kanagawa, and the director will inform against any person who sells liquors or keeps a house of entertainment without the license of his authorities.

VII.—The Government will arrange for the safe storage, at reasonable rates, of gunpowder or other explosive substances imported into Kanagawa, and steps will be taken to prevent foreigners from using any other place for the storage of these substances.

The note is signed by the Ministers of France, England, America, Prussia and the Netherlands. A meeting of land-renters that was held to consider it, expressed entire satisfaction, and passed a vote of thanks to the Ministers.

In prospect of the speedy opening of the new ports, the following particulars relative to Neegata, which have been communicated to the *Evening Express* of Nov. 23 by a gentleman who has visited the place, will be read with interest :—

Neegata was the port on the west coast originally selected for foreign commerce, but like that of Osaka, it s opening has been postponed from year to year, and frequently objected to on the ground that it is not a good harbour for vessels of large size. It has, however, the advantage of being a great rendezvous for native craft, the only imperial port on the coast, and therefore the only one at absolute disposal of the Yedo Government, and moreover it is opposite the island of Sado, which has several small but secure anchorages, which are convenient for ships in bad weather.

It has been surveyed by Commander Bullock, of Her Majesty's ship *Serpent*, to whose ability and persevering discharge of the double duty of surveyor and commander future navigators will be deeply indebted; indeed, it is our intention, on another opportunity, to notice the *Serpent's* services in comparison with some of Her Majesty's ships upon the China and Pacific stations. That active British representative, Sir Harry Parkes, also visited the place, to satisfy himself of its eligibility.

Though lying some two hundred miles S.S.E. from Hakodate its climate is said to be far more rigorous, and the summer shorter, the high ranges shutting out the morning rays of the sun. The prevalence of northerly gales off the bleak chill district of the Amoor, and the cold current setting on this coast from the northward, are some of the chief causes of a far different climate from Yokohama on the east coast in nearly the same latitude, the latter having the benefit of the warm current from the tropics. The fall of snow is greater than at Hakodate, and the abundance of timber enables the residents to construct better houses to resist the severity of climate; the injury from earthquakes is less frequent than in many less mountainous parts of Niphon. Gold, silver, and many useful minerals are said to be abundant, also timber; the produce of the immediate district is comparatively scanty, but it is, however, frequented by great numbers of native vessels, and a large trade is said to be done in exchange of commodities from the various parts of the country.

The inhabitants have the character of being very orderly and hospitable. Their personal appearance is superior to those of the east and south coast; indeed it is from this district that the greater number of the beauties of Yedo and Osaka are purchased when young, the climate and mountainous character of the district tending, as in other countries (the Alps and interior of China to wit), to a fairer complexion and superior physical development.

NAGASAKI.

Dates from this port are to the 1st December. The sale of the steamer *Kiangsoo* to Prince Satsuma is reported at $155,000,—half cash, half in three months. We take the following from Messrs. Alt and Co.'s circular of Nov. 30th :—

A most important political movement is now going on at Kioto. A general council of all the Daimios whose revenues exceed 100,000 kokus has been convoked by the Mikado to assemble as soon as possible, and the result of their deliberations will, we feel confident, be an entire change in the style of Government in Japan. We have had repeated reports of the abdication of the Shiogoon, whose action hitherto in regard to foreign relations with Japan, the Daimios maintain, has been an entire usurpation of power on his part; and the abolition of the Shiogoonship will in all probability be one point insisted upon by the Daimios. The changes, whatever they may be, that take place will, we believe, be favourable to foreign trade with the country.

IMPORTS.—Our piece goods markets have been very dull during the past month, and the supplies having exceed the demand for most descriptions of cotton and woollen fabrics, prices have declined. Grey Shirtings form an exception to the general rule, 8¼lb. makes having commanded considerable attention, and having found buyers in fair quantities at firm rates. Light makes of the same goods are not inquired for. Small sales of T-Cloths have been made, but supplies are more than required. White Shirtings have declined, and are only saleable in small quantities. White and Dyed Spot Shirtings and Brocades are also neglected, and only a few pieces could be disposed of at a reduction upon last month's rates. Taffashellas and T. R. Cambrics have also declined rapidly during the past three weeks, owing to the market being over supplied. Camlets are in a very depressed condition, the native dealers all being holders of large stocks, besides which heavy supplies are also held in first hands. In Long Ells little has been done, and prices remain nominally the same. Saltpetre is in fair demand, and there is but little in the place. Hoop, Bar, and Rod Iron are taken readily in moderate quantities at quotations, and stocks are small. No English Coal on offer. Lead is in small supply, and could be quitted in moderate quantities at quotations.

EXPORTS.—In our produce markets Tea and Wax have attracted most attention during the past month. Tea has been taken in fair quantities, principally in barter against goods; and as holders continue to be more anxious to realise than exporters are to buy, prices have still further drooped in favour of buyers. Stocks of fair and medium Teas continue to increase. Wax has been taken in large quantities at former rates. All the Gall Nuts offering have been taken at last mail's rates. In Tobacco operations have been unimportant, stocks being very low. There have been no sales of Camphor and Sulphur.

CHINA.

TIENTSIN.

The appointment of Mr. Burlingame, the U.S. Minister at Peking, as Chinese Ambassador to all the European Powers having treaties with China, which has been noticed by us in a previous issue, is now confirmed, together with the report of an attack upon him by local banditti on his way from Peking to Tientsin. The facts are stated as follow :—Mr. Burlingame and his family, Mr. Salter, U. S. Consul at Hankow, and Mr. Bradford, with their escort—four of the British Legation Guard—were blockaded by a body of rebels estimated at 300 or 400 strong, in a place called Hoo-shee-woo, about half-way between Peking and Tientsin. Lieutenant Dunlop, of H.M.'s gunboat *Dove*, with twenty blue jackets and a detachment of native drilled cavalry, at once went up from the latter port to their rescue, and the U. S. sloop *Ashuelot* left Shanghai directly the news arrived. The party were, however, in less danger than was rumoured, and have, we believe, since reached Tientsin by another route.

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But the fact of the main road to the capital being blocked indicates a great strength and boldness on the part of the rebels. The 300 or 400 men who are said to compose the assailants do not, of course, count for much; but the Government must be singularly weak, the rebels bold and confident, and the country very disturbed, before so small a party would venture to throw itself on the main road between Tientsin and Peking.

The Shanse men and other inland traders have nearly all left, and the business now daily done is of a very restricted character. Rates for manufactures are daily giving way. Some Tientsin speculators are buying goods to hold till next season, under the hope of a profit, which, however, is very improbable, judging from the news from Shanse and the aspect of trade in England.

The last sailing vessel has left the Tientsin anchorage. We still look for the *Nanzing*, *Ying-tze-fei*, and *Szechuen* returning this season as far as the Takoo inner anchorage, but after their departure we shall scarcely expect another steamer this year. The sailing vessels are leaving Takoo as fast as possible, and I do not suppose we shall see this winter any foreign craft caught in the ice, as was the case last winter. As no sand grouse have yet appeared in the Tientsin plain, we are led to think that no snow of any consequence has yet fallen in Mongolia.

It is reported from Chefoo that two of the Europeans who were on board the *General Sherman* when she was taken by the Coreans are still alive. The information is not certain; but measures will, we believe, be at once taken to sift it. If it be true, probably one of the survivors is the Rev. Mr. Thomas, who, it will be remembered, spoke the Corean language.

The northern branch of this river, known to the Chinese as the Peiho, as well as the Southern branch known to the Chinese as the Yunho, are both frozen over. The river from here to Takoo, known to Chinese as the Hae-ho, is only partially frozen over in places. Some junks which are making for the owners' houses are cutting their way through the partially frozen parts of the river. The steamer *Shanse* is lying in the inner anchorage at Takoo, and it is expected that the Hon. Anson Burlingame and suite will go by her to Shanghai. Business of all kinds is now virtually at an end for the season 1867; and it is now of no use attempting to give quotations for manufactures, to serve as a guide for future imports of these goods.

SHANGHAI.

The London mail of 17th Oct. arrived out on 5th Dec. The latest dates are down to the 9th.

The *North China Herald* of 30th Nov. and 9th Dec. contains the following items:—

The Chamber of Commerce held their annual meeting on the 28th, when the report and accounts for the past year were tendered and accepted. Every subject referred to in the report has been so fully commented on at different times during the year that no further notice is called for. We are glad to see that the Chamber is increasing in numbers, and that its accounts are flourishing. The total income during the year ended 30th June last was 3,937.22 taels; and the expenditure 2,606.07 taels, leaving a surplus of 1,331.15. A rather absurd proposition that sellers should in future refuse to pay brokerage was brought forward at the meeting in terms of rather questionable taste, but found no seconder.

Some surprise has been expressed that the desirability of opening the Yellow River to foreign trade has not been advocated by the Shanghai Chamber of Commerce, as a desirable concession to be obtained when negociating the revised treaty next year.

A fire, which appeared to have originated in a tea shop, broke out in a block of Chinese houses at the corner of one of the streets leading out of the Rue de Consulat on the French Concession. The wood was so dry that the fire spread rapidly, and several houses were burned down before it could be got under.

Admiral Keppel arrived from Hong Kong in the *Salamis*. He will leave again in a few days for Japan, to be present at the opening of the new ports.

After Mr. Klecakowski had given over charge of the Customs, some suspicion was cast on the accuracy of the accounts during the term of his office. No definite charge was brought during his life; but an investigation has been insisted on by his representatives since his death. The result has been to exonerate him from all suspicion. A committee, consisting, we believe, of the different secretaries of legation at Peking, examined the accounts, and found that there was no evidence to support the charge.

The residents at Kiukiang have followed the example of merchants at other ports, in addressing a memorial to Sir Rutherford Alcock regarding the revision of the treaty. The transit due grievance, and the excessive duty on dust tea are complained of; and the navigation of inland waters and the free admission of coals destined for steamer use are asked for.

We have received the usual Customs reports of trade during the month of October at the different treaty ports—except that on Shanghai; which was not ready in time. As it is on this that interest, here, principally centres, we shall not attempt to analyse the returns from the other ports; further than to say that the notices are generally favourable. At Foochow, larger imports of opium and piece goods, and larger exports of tea are reported. The export of tea from Amoy for the American market has also been large. An abundant rice crop is expected, and rates are consequently low. An allusion is made to the destruction of the Titan light-house at this port. Native pilots are believed to have been the culprits. The Chefoo report mentions that Yellow River has burst its banks near Tsinan and done great injury. The Hankow Commissioner writes as follows:—

There has been considerable diminution in the quantities of Cotton and Woollen Fabrics during the month, the number of Grey Shirtings imported having been but 8,400, against 84,948 pieces during the previous month. The quantities imported to date since the 1st January, however, contrast well with last year for there have been 646,843 pieces Grey Shirting, against, for for same period in 1866, 459,000 pieces; whilst of T-Cloths there are 161,974 pieces, against 47,000 pieces for the same period in 1866. Towards the end of the month prices have slightly improved for Cotton Goods. Raw Cotton has been extensively imported, and rapidly disposed of on arrival. In Metals,—Tin, of which there had been none imported for the previous five months, 204 piculs were imported. Of Sugar there has been a fair quantity arriving, 178,000 piculs having been received since the 1st Jan. of brown, against 134,000 piculs in 1866 to same date; and of White Sugar 81,000 piculs against 35,000 piculs. The importation of Sea-weed has fallen off from 71,000 piculs to 39,000 piculs this year to date, though this month shows some recovery, being double the quantity of last month's arrivals. The trade in Needles that commenced in the spring has become more developed—50,700 *mille* having been recently imported, against 2,300 *mille* imported in the early part of this year.

In the case of Dent and Co. an adjourned meeting of creditors has been held. Claims by Sir R. Alcock for 172.97 taels, and by Lady Alcock for 55.67 taels were admitted. A claim by the Union Insurance Company for 46,854 taels was also admitted. At the request of the creditors the meeting was then adjourned to January 13, 1868.

In reference to the affairs of Mackellar and Co. the Chief Judge has, we hear, decided to allow the appeal against the decision of the Hankow Bankruptcy Court.

A deed of assignment of the effects of the firm of Thomas Knowles Holdsworth, of Shanghai, has been made for the benefit of the creditors, and duly registered in the Court on 29th November.

The firm of Meadows and Co., Tientsin, have been adjudicated bankrupts.

A steamer has been laid on for Osaca (*Hiogo*), calling at Nagasaki and Yokohoma.

We have to note the marriage of Sir Edmund Hornby, Chief Judge of H.B.M. Supreme Court, to Miss Mary H. Hudson, which took place on the 3rd December.

A sale of land and houses belonging to the estate of Daw and Co. is announced for the 20th December.

An adjourned meeting of the creditors of Mr. C. T. Jones was held on 25th Nov. The judge having remarked that the cause must be again adjourned, the bankrupt asked that he might at least be considered to have passed his first examination, as several adjournments had already taken place. If any creditor wished to oppose his discharge, this could be done at the second examination. The Court assented, and fixed the next meeting for the 21st December.

In the Admiralty Court Mr. Knox, H.M. Consul at Bangkok, claimed the barque *Cutty Sark* as confiscated to the Crown, her owner having been convicted of felony. Mr. Myburgh, on behalf of Mr. Knox, produced a copy of the registry in Hong Kong, showing that no mortgage on the vessel was registered. Peter Orr, master of the *Cutty Sark*, stated that Scott was the only registered owner. He is the same man who was convicted of

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felony at Singapore. The Court ordered that the plaintiff be put in possession of the ship.

The *Supreme Court and Consular Gazette* of 7th ultimo gives the following details of an action brought by Messrs. Jardine, Matheson, and Co., against Captain Burke, of the *Strathmore*:—

This was a claim for $52,50, commission on a charter of the ship *Strathmore*. The following evidence gives the facts of the case. Charles George—I am shipping clerk to Messrs. Jardine, Matheson, and Co. The *Strathmore* was consigned to us, and we have acted generally as consignees of a ship are accustomed to act. The captain consulted us generally. With one exception, he has refused coast employment when I offered it to him. I spoke to him in particular of a charter to Amoy and told him the terms of two I was in a position to offer him. He refused, saying he wanted to go to Hong Kong in ballast. He cleared out nominally, however, for Amoy on the 23rd Nov. I produce a charter party dated on the same day, which embodies a charter to the very same parties that he had refused one from when offered by us, and to the same port, Amoy. The amount is higher than I had offered him, but I have no doubt I could have got him the same or a higher figure from the charterer had he not refused altogether to go to Amoy. The commission charged is 2½ per cent. Ours would have been 5 per cent., as is the usage. It was on the 22nd that he refused to go to Amoy. On the 23rd he took the very charter that we offered. We sue him for 5 per cent. on the amount of the charter, namely, $1,050 or $52.50. We have applied for payment, but without success.

Captain Burke said, I arrived on the 2nd October from Australia with sandal wood for Shanghai and lead ore for London, with liberty to tranship the latter. I was under the impression that the plaintiffs were the agents of the shipowners, and I put the ship in their hands. I was anxious to load for London, but they would do nothing. I could not accept coast employment on account of my part cargo for London, as there were no ships in the port that I could tranship it into. Several Chinese charterers had been applying to me to charter my ship, but I declined them all. I was ready for starting and had gone aboard to start for Hong Kong, when the pilot told me that a Chinaman had been on board offering $1,000 and what was otherwise a good charter for Amoy. I returned ashore and finally arranged with the Chinaman as per charter party put in. I pay 2½ per cent. to the Chinese charterer as commission, and declined to pay the 5 per cent. that the plaintiffs claim. I have paid to plaintiffs commission on my inward cargo, amounting in all to 2½ per cent., and I think that is enough for all they have done.—Judgment was reserved.

The second number of the *Shanghai News Letter* was published for the *Costa Rica* on 27th November for San Francisco and United States. It is a very neat production and we extract the following:—

NAVAL.—The U.S. Str. Ashuelot will await the coming of the American Minister, Mr. Burlingame, expected here by the Shanse, with his family, from Peking. Our Minister will likely visit all the treaty ports on the Yangtsze and China Coast in the Ashuelot, preparatory to the general revision of treaties next year at Peking.

We are advised that the U.S. squadron will rendezvous at Nagasaki within the coming month, to make preparations to proceed, in connection with the English and French fleets, to Osaka and Nagata, the new treaty ports guaranteed to be opened by the Japanese on the 1st January, 1868. The Hartford, Capt. Belknap, flagship of Admiral Bell; Monocacy, 10, Capt. Carter; store-ship Onward, Lieut. Com. Pierre Gisaud, are already at Nagasaki. The Iroquois, 8, Capt. Earl English, just out from home, and Shenandoah, 6, Commodore Goldsborough, were soon expected to arrive.

The number of vessels entered at the American Consulate from September 30th to November 26th, 1867, were 59, and cleared 61. The aggregate tonnage entered was 68,848 tons. Cargoes inward, 14,876,301 taels, 1m. 3c.; cargoes outward, 6,909,124 taels, 0m. 9c.

Passengers sailed for New York:—J. A. Cunningham, S. Rawson, W. F. Lowry, Mrs. H. A Holcomb, Charles Holcomb. For San Francisco: Allan McLane, Mrs. McLane, Miss Annie McLane, Miss Harris and Miss Knight.

SWATOW.

About 11.30 P.M. on Sunday, the 1st December, the quarters of the interpreter at H.B.M. Consulate, Swatow, were attacked by a party of some twenty robbers armed with matchlocks, spears, and axes. They were heard on their approach, and when surrounding the house Mr. Cooper fired two pistol shots at them without effect. Having lit some oiled papers twisted up in the form of torches that they brought with them, and blown in the door with a bag of gunpowder, they burst into the house. On the foremost reaching the top of the stairs Mr. Cooper stepped out of the door of his bedroom and received them with his Colt, with which, after thrusting aside the man's spear, he blazed into the breast of the first comer, who, falling back on to the second, started him downstairs, both dropping their weapons, that of the second being an ugly-looking axe. Their intended victim urged him on with a shot from above aimed at the vicinity of the collar bone, from which the muzzle of his pistol was distant but about two feet; on this they all fled. The sound of the pistol reports and the unwonted glare aroused the alarm of other residents and of the commander of H.M. gunboat *Bustard*, and within a few minutes a considerable force of foreigners were assembled at the spot. The robbers were pursued, but, owing to the darkness, unsuccessfully, even though, as it was afterwards learnt, one of their wounded had to be carried off. The object of their visit is a mystery, as no money, and but few valuables were on the premises, and nothing was taken. It has since been supposed that the attack was made by a band of hired assassins—Mr. Cooper having brought considerable odium on himself from his endeavours to stop the exactions of black-mail on foreign-owned sugar coming down from the country, and from the assistance he has afforded the native authorities in the suppression of coolie traffic. If this be the case, he has had a most fortunate escape, his wife, two amahs, and two children being besides him the only persons in the house. It is to be hoped that H.M's authorities will cause a thorough investigation of the affair, and will insist on the apprehension and punishment of the culprits.

HONG KONG.

The London mail of 17th Oct. arrived out on the 30th Nov. The mail of 26th Oct. was hourly expected. The appointment of Mr. Burlingame had attracted much attention. The *China Mail* says:—

The mission or Embassy, as it is termed, is to consist of the following members:—The Hon. Anson Burlingame, Ambassador-in-Chief; J. Mc. C. Brown, Esq. (Assistant Chinese Secretary H. B. M. Legation), Chinese Secretary; E. de Champs (Customs Kiu-kiang), Interpreter; Chikiang, a Manchow of the fourth rank, and Sun-kia-ku, a Chinese of the fourth rank, both employes of the Tsung-li-Yamen, are to be raised to the dignity of red button, and sent as assistant ambassadors; and twenty-four Chinese will go as secretaries, &c. The post of French interpreter was offered first to M. Le Maire, of H.I.M. Legation at Peking, but declined; and was then offered to, and accepted by, M. de Champs, who in company with Mr. Bowra accompanied the unofficial mission last year.

Mr. Burlingame will leave Hong Kong for Europe by the last mail in January, and as no precise date is assigned for his return, and his salary ($40,000 per annum) is to continue so long as he may be absent from China, we may safely infer that he will not revisit this colony for a year or two at least. We hear that the British Minister, Sir R. Alcock, has telegraphed to Lord Stanley announcing his approbation of the scheme, while the French Minister, the Comte L'Allemand has telegraphed to his Government his emphatic disapproval of the whole affair. The influence of Mr. Hart with Mr. Burlingame has long been known and commented on, and unfriendly critics have been wont to assert that the virtual envoy of the United States to China was the Inspector-General of Customs. But under any circumstances we must congratulate Mr. Hart on the choice made—if indeed the choice of a minister has rested with him.

The cotton combination has succumbed, owing to the adverse stand taken by the native authorities at Canton, but the large hongs still refrain from purchasing at this, hoping by this course to divert at least a portion of the trade to Canton. The losses by the late fire have been very heavy, underwriters suffering to the extent of over half of million of dollars, while the uninsured loss is estimated at fully two millions more, though this latter may be somewhat exaggerated. Two large hongs are reported to have closed in consequence of these and other losses, and others are said to be likely to follow. Money continues very scarce, and, in view of the approaching New Year, merchants are averse to making purchases beyond those necessary for their immediate wants. The amount of business transacted has been less than during any preceding fortnight for years past, and there are but few articles that do not show a decline in value.

Messrs. Jardine, Matheson and Co. have prepared a separate and independent memorial to the Governor of Hong Kong, for the perusal of the Secretary of State at home on the subject of the revision of the treaties. Its general purport is in accordance with that of the Hong Kong and Shanghai memorials from which it differs mainly in the amplification of considerations relating to the residence of foreigners inland. It dwells urgently on the importance of establishing the right of such residence, as the next step in advance to be accomplished in the approaching negotiations.

An officer of the Mint, Mr. Langdon Davies, who was superintendent of the Bullion-office, has been forced to resign, without receiving the compensation due to him under his agreement, by a threat of suspension from the Executive Council. The offence which he is alleged to have committed is set forth in certain correspondence which has been published, and his defence has also appeared in the paper. The general feeling is—can hardly be otherwise on the facts brought to light—that Mr. Davies has been a victim of persecution on the part of his

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immediate superior, and of unfair, perhaps illegal, severity on the part of the Government.

The annual general meeting of the China Traders' Insurance Company was held on the 2nd December. The printed report of the committee having been taken as read was adopted by the meeting. Messrs. Hitchcock and Kaye were unanimously re-elected as directors, and Messrs. Taylor and del Banco as auditors. After a few remarks from the chairman, congratulating the shareholders upon the satisfactory progress of the company's affairs, votes of thanks were passed to the secretary and agents, and the meeting separated.

A special meeting of the Union Dock Company was held on the 14th December, when the chairman stated that the first business of the meeting was the alteration of the 58th clause of the articles of association, touching the period of notice to be given for calling a meeting. It was then proposed by Mr. Kresser, and seconded by Mr. Heard, that the time should be ten days, instead of twenty-one, as before. This proposal was carried unanimously. After Mr. Heard and Mr. L. Beyer had refused to act on the direction, Viscomte do Cercal proposed, and Mr. Armstrong seconded, that Messrs. Kresser, Sage, and Cook be elected as directors, to fill up the vacancies caused by the resignation of the old board. The directors now are—Messrs. Kresser, Sage, Sassoon, Cook, and Baron do Cercal.

A most diabolical attempt at incendiarism was made lately by burglars and thieves, on the premises in Duddell-street lately in the occupation of Messrs. Vaucher and Co. The house is at present empty, and advantage was thus taken (we believe successfully) of the chance of escaping from detection. Other attempts have also been discovered.

A fire broke out on the morning of the 8th December, about nine o'clock, in the shop of a Chinese carpenter, Webster's Bazaar. Its origin is not satisfactorily known; and, although the authorities say it was caused by the purely accidental ignition of some loose shavings, it is the opinion of some that this does not fully explain its rise. Whether or not caused by accident, it was very promptly got under by some members of the police, whose engine, fortunately enough, was stationed on the Praya at the scene of the great fire.

It is notified in the *Gazette* that the Right Rev. the Lord Bishop of Victoria has, by virtue of his letters patent, appointed the Rev. John Henry Gray, M.A., Her Britannic Majesty's Consular Chaplain at Canton, to be Archdeacon of Hong Kong.

Another breach of the Passenger Act has been detected and punished. Captain Hiemsoht, of the Siamese ship *Canton*, was summoned for having cleared and attempted to sail from this port with a larger number of passengers than he had stated on clearing his vessel at the office of the Harbour Master. Defendant pleaded that he had left the passenger department to the supercargo; that he did not know how many passengers were on board, although (knowing there was a certain number) he put it at twenty on getting his clearance; and that he therefore had committed the offence unwittingly, and without the intention to evade the law. The Magistrate, however, imposed the penalty of £100; which proceeding, we should fancy, ought to have the effect of enforcing caution on every master mariner sailing from this port.

The long pending question as to the disposal of the second moiety of the Canton Garden Fund, has, we understand, been finally settled by the grant of the $10,000 to the American community at Canton, and according to the one version which has reached us, the question as to the entire sum of $27,000 has been by consent of the British and United States Ministers referred to arbitrators.

A brush with river pirates occurred on the 1st Dec. in the Canton River, near the second Bar, in which the Chinese steam-gunboat *Feiloong*, Captain Edwards, assisted by a number of Chinese police junks, was engaged. Several piratical snake-boats were seized, and some prisoners were captured. It is satisfactory to find the Chinese Government availing itself at length of its own resources toward the suppression of piracy, and we trust that the gallant and energetic commander of the *Feiloong* will continue to be thus employed.

Chenk Akai, the pirate of the "stone junk," who was sentenced to death at the November criminal sessions for piracy and murder committed off Pedra Branca, was executed at the magistracy compound. The morning was sharply cold, and very few Europeans were present, but the usual miscellaneous crowd of *canaille* swarmed on the lower road under the gallows. A body of Sikh police (under Superintendent Jarman) were formed in the compound, and a body of Hindoos were placed on the lower road under an inspector. No officials put in an appearance except the sheriff (Mr. Tonnachy) and the gaol governor (Mr. Douglas).

A meeting of the Legislative Council was convened on 5th Dec. to amend the Bankruptcy Act by giving power to the governor to appoint an assignee other than the Registrar. The case arose from Mr. Alexander, the registrar, objecting to act in the case of Lyall, Still and Co., owing to his relationship to one of the partners. We hear that a private examination in this estate took place before the Chief Justice. Reporters applied for permission to be present, but were refused. It is said that the immediate object of the examination of the "witnesses" is to get some information affecting the alleged improper transference of certain documents by the local representatives of the firm to local banks with whom they did business.

STRAITS SETTLEMENTS.

SINGAPORE.

The London mail of 11th Nov. arrived out on the 13th Dec. The dates are down to the 22nd. The chief item of interest is the publication of the estimates for 1868, an account of which we are compelled to postpone for want of space.

The Legislative Council (says the *Straits Times*), after passing the Passenger Ship Act and the Supply Bill of the year which authorises the expenditure during 1868 of the sum of 1,292,343 dollars—the expenditure estimated by the Budget, has been prorogued. The prorogation was a formal one, having been declared by his Excellency the Governor in the presence of a large concourse of the public who had been notified of the intended ceremony. The attendance was large, because it was kown that the Governor would, in releasing the members of Council from their labours, make a formal address which it was expected would contain matter of much general interest. In one respect the public was gratified, but in another it was disappointed. The Governor did make his address—a very well-spoken one it was, but he had evidently thought it prudent to imitate the characteristics of a Royal speech, and, except upon one point, avoided any declaration of principle, or of policy. The exception was an unhappy one in so far that it was an allusion to the manner in which he would direct future taxation were that found to be necessary. Now, as the Budget for 1868 shows an abundant revenue, more than equal by a long way to meet the estimated expenditure, the public naturally fail to see the force of any allusion to fresh taxation at all. But this was not the worst. In continuation of this view he said, that while he would not resort to such a means while direct taxation was left him, he, nevertheless, could not concur in the widely professed opinion, that import of other duties upon shipping would have any very disastrous effects upon the trade of the Settlement. If a bomb-shell had been thrown from Government House into the centre of Commercial-square it could not have produced more amazement than this unlucky, and we must think ill-judged—as it was uncalled for, declaration of opinion. It has aroused, too, a painful feeling of mistrust which unfortunately cannot be dispelled until another public ceremony will afford his Excellency an opportunity of explaining his grounds for so great a heresy against the fundamental laws of our commerce and the traditions of the place.

The *Navarino*, Captain Young, which left Singapore for Hong Kong on the 4th of December, returned in the afternoon in tow of the Government steamer *Rainbow*, a frightful catastrophe having occurred on board. By the pilot's evidence, when he got on board he considered the second and chief mates not in a condition to get the ship under weigh; but this was eventually done by the captain, who after doing so went down below to get rest. The two mates appear to have followed him, where they began to blackguard him, and the second mate seized him by the throat. Upon this the captain seized a bayonet from the arms' rack, which was close at hand, and stabbed him (the second mate) in the throat, with such effect that he died in ten minutes after. The chief mate then began to struggle with the captain, and was stabbed through the back, and now lies in a very precarious state. The captain, after the two mates were disabled, went on deck and ordered the helm up and stood back for Singapore, at the same time hoisting the signal of distress, the Union upside down. Some distance outside the harbour limits, when nearly becalmed, the vessel was boarded, and towed in by the *Rainbow*, and on

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arrival the captain was taken into custody. The first mate was placed under medical treatment by the surgeon of H.M.S. *Zebra*

REUTER'S TELEGRAMS.

CHINA.

(RECEIVED VIA GALLE, JAN. 19.)

SHANGHAI, DEC. 20.

Advices received here from Japan state that foreign relations continued undisturbed by the recent political changes.

SHANGHAI, DEC. 25.

Grey shirtings, 6¼ catty, 2.40 taels; cotton, 17 taels. Tea: Congou in active demand, at advancing prices. Silk tending upwards; No. 3 Tsatlee, 516 taels; settlements in the fortnight, 3,400 bales; export to date, 41,000 bales; stock, 1,500 bales. Exchanges on London, 6s. 0¼d. Freights: Tea and silk, £3.

HONG KONG, JAN. 1.

Grey shirtings, 6½; catty, $3 10c.; water twist, 16-24, $105; cotton, $22. Tea inanimate; total export, 100,000,000 lbs. Exchange on London, 4s. 3¾d.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.

BIRTHS.

AITKEN—On the 20th Nov., at Hankow, the wife of James Aitken, Esq., of a son.
CROWE—On the 10th Jan., at Brunswick-square, Brighton, the wife of Robert Crowe Esq., of Colombo, Ceylon, of a daughter.
DOW—On the 26th Nov., at Shanghai, the wife of James Dow, Esq., of a son.
FITTOCK—On the 23rd Nov., at the British Consulate, Ningpo, the wife of W. H. Fittock, Esq., H.B.M.'s Consul, of a daughter.
GUBBOY—On the 30th Nov., at Hong Kong, Mrs. S. D. Gubboy, of a son.
HUDSON—On the 21st Nov., at Ningpo, the wife of J. S. Hudson, Esq., of a son.
MCCLATCHIE—On the 29th Nov., at the Chaplaincy, Hankow, the wife of the Rev. T. McClatchie, M. ., Consular Chaplain, of a daughter.
RODRIGUES—On the 2nd Dec., at Hong Kong, the wife of H. J. Rodrigues, Esq., of a son.
TYSON—On the 1st Dec., at Shanghai, the wife of G. Tyson, Esq., of a son.
WEST—On the 12th Jan., at 51, Harrowgate-road, South Hackney, the wife of James West, late of China, of a daughter.

MARRIAGES.

HORNBY—HUDSON.—On the 3rd Dec., at Trinity Church, Shanghai, by the Rev. C. H. Butcher, M.A., Sir Edmund Grimani Hornby, Kt., Chief Judge of H.M.'s Supreme Court for China and Japan, to Miss Mary Hannah Hudson.
HARDY—KOLLE.—On the 14th Jan., at St Ann's, Hanger-lane, Tottenham, by the Rev. John Letts, incumbent, assisted by the Rev. Dr. Smith, Harcourt William Hardy, Esq., of Shanghai, eldest son of George D. Hardy, Esq., of Bruce Lodge, Tottenham, to Amy Harriet, eldest daughter of John Henry Kolle, Esq., of Avenue House, Tottenham-green. No cards.
LOUREIRO—WILD.—On the 30th Nov., at Macao, Jose da Silva Loureiro, Knight of the Portuguese Order of Our Lady of the Conception of Villa Vicosa, and H.M.F.M.'s Consul at Nagasaki, Japan, to Mary, third daughter of Mr. John Alfred Wild, of Invercargill, New Zealand.

DEATHS.

BALDWIN—On the 4th Dec., at Foochow, Mary Lyda, infant daughter of Rev. S. L. and Mrs. E. E. Baldwin.
LECKIE—On the 21th Dec., at Edinburgh, Captain Charles T. Leckie, R.N.
LAWRANCE—On the 29th Nov., at Shanghai, Edward Lawrance, jun., solicitor, aged 34 years.
NYE—On the 3rd Dec., at Shanghai, Clement D. Nye.
REED—On the 4th Dec, at the Royal Hotel, Macao, Mrs. A. Reed, aged 45 years.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The market continues in the same dull state as at the close of last mail, and although a considerable decline has taken place in the value of Mexican dollars, no corresponding improvement can be reported in the import trade. The depression previously existing has been increased by the unsettled state of political affairs and the consequent unwillingness of native dealers to hold stocks. Grey Shirtings remain in moderate request, and former rates are fully maintained. Cotton Yarns have suffered a further decline in value for all counts, Nos. 28 to 32 continuing the only description for which any inquiry exists. All kinds of Woollens and Fancy Goods are extremely dull, and quotations mostly nominal. There is some slight inquiry for Nail-rod Iron and Lead, and Malacca Tin has been taken to some extent for re-export. Quotations are:—G. E. Grey Shirtings: 7lbs., $3.20 to 3.30 per piece; 8lbs., $3.60 to 3.75 per piece; 9lbs., $4.15 to 4.20 per piece. G. E. White Shirtings: 56 to 60 reed, $3.30 to 3.60 per piece; 64 to 72 reed, $3.70 to 4.10 per piece. T. Cloths: 6lbs. to 7lbs., $2.70 to 3 per piece. Cotton Yarn: Nos. 16 to 24, $58 to 60 per picul; Nos. 28 to 32, $66 to 70 per picul; Nos. 38 to 42, $58 to 63 per picul. Camlets, BBB and S, $18 to 18.75 per piece; ditto, SS, $16 to 17.50 per piece; ditto, SSS, $14.50 to 15.50 per piece.

SHANGHAI.—Since the departure of the last mail transactions in Grey Shirtings have been on a limited scale, chiefly owing to a bareness of stocks. Latterly these were all but exhausted, and prices advanced to Tls. 2.42 for 7 lbs. and Tls. 2.65 per piece for 8.4 lbs. The arrival of the James Shepherd has caused a decline, and the dealers are not willing buyers, at Tls. 2.56 to 2.60 for 8.4 lbs., and Tls. 2.35 to 2.38 for 7 lbs. We expect a further decline, as the northern demand has quite ceased for the season. T-Cloths have changed hands to a small extent, but the demand is far from active. 8 lbs. are lower, with a fair inquiry. White Shirtings.—The lower counts have been asked for, and sales are reported at quotations. The higher reeds are not wanted. White Figured Shirtings and White Brocades are lower in value, and have changed hands at Tls. 2.20 to 2.35 per piece respectively. Dyed Figured Shirtings are also lower, sales having been made at Tls. 2.35 per piece. Dyed Brocades have been in more inquiry, and the best goods show a slight rise in price. For other Fancy Goods the inquiry is of a retail character. Woollens generally are much depressed; Camlets only being sought for at the low figures lately ruling. Metals.—Iron: The James Shepherd does not add to stocks of Nail Rod, and dealers are anxious buyers to arrive at Tls. 3.10 per picul. Coals.—Quotations mostly nominal for cargoes of Cardiff, part cargoes have been sold at Tls. 14 per ton from ships' side, a small cargo of American at Tls. 15.50, and part cargo of Australian at Tls. 9.50. The Royal Diadem brought 675 tons S. Wales. The Mary, 1,636 tons patent fuel; Sir Ralph Abercrombie, 920 tons Cardiff; Hindustan, 752 tons Cowper's Hartley; and the Chillingham, 678 tons Hartley.

HANKOW.—No new feature of interest has characterised the fortnight. The inquiry for both Cotton and Woollen fabrics has been, as usual at this season, on a small scale, and prices have varied but little from last mail's quotations. Grey Shirtings: 7 lbs. have been wanted, and an advance of 2 to 3 candareens per picul would have been readily obtainable for any on the spot; 8 lbs. 4 oz. and 8 lbs. 8 oz. have been taken sparingly at about previous rates. White Shirtings: The lighter reeds only have been asked for, and have realised former prices. T-Cloths: 7 lbs. of fine make at an advance of 1 mace per piece; 8 lbs. show a further decline of 5 candareens at 1 mace per piece. Drills unchanged; small sales have been made of both American and English. Fancy Cottons: Dyed Brocades still wanted, but none of suitable pattern on offer. Camlets have been looked at by the dealers, but little business has resulted. Lastings nominally as last quoted, but the inquiry very small. Long Ells difficult of sale unless a lower value is accepted. Spanish Stripes neglected. Figured Orleans nominally unchanged. Crapes have latterly met with more attention. Metals: Lead improved in value in consequence of a speculative inquiry, and best brands may be quoted tls. 5.40 to 5.60 per picul. Quicksilver: Demand subsided, and the value is tls. 52 per picul. Tin in limited request, and a small quantity placed at tls. 20 to 20.25 per picul.

FOOCHOW.—Import sales are as follows:—Grey shirtings, 1,000 pieces, 8.4 lbs., $3.40 per piece. Lead, 700 pigs, $7.60 to $7.75 per picul.

HONG KONG.—The stagnation in the import market noticed in our last has continued. The much talked of cotton league is said to be broken up, though no particular benefit to Hong Kong has become apparent; the combined effects of the great fire, the approach of China New-year, and the general distrust and want of credit prevailing amongst native merchants and dealers, and their customers up-country, have been quite sufficient to neutralise any advantage caused by the return of the cotton trade to the colony. Hardly any sales have been effected, save of damaged goods at auction, and quotations for imports of all sorts, cotton, woollen, and metal, are quite nominal. No material improvement can be looked for now until after China New-year, when it is to be hoped that a very different state of things may be inaugurated, although much of a rise in rates for Cotton Fabrics can hardly be expected, in view of the low prices lately ruling in Manchester, and large shipments on the way. Raw Cotton: The market is in a somewhat better state, owing to the breaking up of the combination of Canton cotton merchants above referred to; but so many of the local merchants and dealers have been "burnt out" by the fire, and trade has been so much interrupted thereby, that but few purchases of sound staple have been made. Large auction sales of damaged cotton saved from the fire have taken place, $5 to 7 per picul being about the price obtained; but it is said that buyers have made re-sales in Canton at a handsome profit. Coals: A cargo of Cardiff Coal has been sold at auction at $14.75 per ton, and another has been placed privately at $13.90; the latter price, however, is decidedly below current rates, which remain as before reported. Australian continues in moderate supply and steady demand, at former rates.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—There has been a fairly active demand, and settlements are computed at 4,200 piculs, consisting principally of good medium and fine sorts. The native dealers have shown somewhat more disposition to do business, and although no very important decline has taken place, there is an evident indication of weakness, which would have been more decidedly marked but that the market has been to some extent strengthened by the advance in the value of native currency. Arrivals have been upon a smaller scale, and may be stated at 3,000 piculs, leaving an unsold stock of about 6,000 piculs. Quotations are:—Good common, $20.00 to 23.00 per picul; medium, $24.00 to 26.00; good medium, $27.00 to 30.00; fine, $31.00 to 33.00; finest, $34.00 to 36.00; choice, $37.00 to 44.00.

SHANGHAI.—Black teas: The favourable advices of sales of new Monings at home have sent more buyers into the market, and the stock, to which the additions from the river ports are now very scanty, is being slowly absorbed. Settlements have been very irregular; a few first-crop teas that have been stored five and six months have been sold at about a par with their London value; but most of the settlements are still 1½d. to 2d. above last home quotations for similar tea, and we quote the market generally fully one tael up. Settlements have been as follows:—Exchange at 6s. 1d. and freight £3 per ton; 2,500 chests common Oopack and Ningchow at Tls. 18.0.0 to 23.0.0, equal 1s. 1d. to 1s. 4d.; 7,000 chests common Oonam, at Tls. 16.2.5 to 18.6.0, equal 1s. to 1s. 1¼d. Green teas: The effect of the excellent reports and sales of these kinds received from London has been somewhat counteracted by the unsatisfactory tenor of the New York advices. In consequence, buyers have been less anxious to pay the extreme prices previously current, and we quote a drop of fully three taels in finest teas from the highest rates of the season. The purchases made reach a fair total amount, and consist chiefly of medium and fine Moyunes, a larger proportion than before of the purchases being for England. Medium teas have fetched quite up to former prices, and the Pingsueys are relatively dear. The settlements for England show a margin of 10 to 15 per cent. on London sales. Though the season is very early, there can be no doubt now that the total yield will not exceed 380,000 to 400,000 packages, say 23,000,000 to 24,000,000 lbs. The settlements comprise:—22,600 half-chests, fair to fine Moyunes, at Tls. 36.0.0. to 43.5.0; 2,600 half-chests, common to fair Fychows, at Tls. 27.0.0. to 35.5.0; 600 half-chests, fair to fine Teenkais, at Tls. 38.5; 1,800 half-chests, common to fair Pingsueys, at Tls. 31.7.5; 1,500 half-chests, common Shanghai-packed, at Tls. 33.7.5.

HANKOW.—Business in tea had been most meagre in extent, settlements amounting only to 1,500 chests common Oonam at full prices, 300 chests having been shipped on native account, and only 1,500 chests remaining in stock. Quotations were:—Oonams, common, 12.2.0 to 13.0.0, equal to 1s. 0¼d. to 1s. 0½d. per lb.

KIUKIANG.—Black Teas: The only settlement has been that of a small chop of Hankow at the equivalent of Tls. 16½ (equal to 1s.), leaving no

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stock. The export for the season from this port is 553,000 lbs. below last year's. Green Teas: Only 3,000 packages have been settled at about the equivalent of the Shanghai market, while 17,000 packages have been shipped on by natives to Shanghai. Total arrivals will probably be the same as last year's, say 155,000 packages.

FOOCHOW.—Congou: Upwards of 18,000 chests have changed hands. Prices continue without material change, but the general quality is inferior. Several of the teamen report that the arrivals during the remainder of the season will not exceed 10,000 chests. Souchong: The unsold stock is reduced to little over 1,000 chests. The teamen are advancing in their demands. Oolongs: Nearly 5,000 half-chests have found buyers, at prices which, quality considered, show an advance on previous rates.

CANTON.—No change has taken place, and we have again only to note moderate transactions in Canton-made kinds at about previous prices. Holders of country Congous continue firm in their demands, and the stock remains without alteration; there not being apparent any desire to purchase except at prices greatly below those asked. Of country Greens the 800 packages old tea still remain in stock, and it now appears certain that none of the present season's crop will be directed to this port.

SILK.

YOKOHAMA.—For a few days subsequent to the departure of last mail holders showed great anxiety to realise and were willing to accept much lower prices. Considerable purchases having been made at a reduction of $20 to $30 per picul, dealers stiffened their demands, which at once checked business, and the advices by the mail of 26th September having caused buyers to be more indisposed to operate, except at reduced rates, prices are again lower. Settlements for the fortnight amount to about 500 bales, of which a considerable quantity has been shipped on native account to America. Supplies have continued on a moderate scale, and the unsold stock (including a large quantity under foreign lien) amounts to nearly 2,000 bales. Quotations are:—Mybash, 1, 2, 33s. 1d. to 34s. 1d. 1, 2, 3, 29s. 10d. to 31s. 9d.; Sinchu, 2, 3, 4, 26s. 6d. to 28s. 5d.; Oshu Best, 31s. 0d. to 32s. 11d.; Oshu Medium, 26s. 6d. to 29s. 1d.; Oshu Inferior, 24s. 7d. to 26s. 1d. Laid down in London.

SHANGHAI.—Mr. Holdsworth's Circular is as follows:—The latest dates received from Europe since my last circular of the 22nd November are by letters to the 11th October, and by telegrams *via* Galle to the 8th November, and *via* Kiachta to the 5th idem, the latter reporting very unfavourably of the home market and "war inevitable." The telegrams above referred to caused a total cessation of business for the time; subsequently, the silkmen seeing the determination evinced by foreigners not to purchase unless at a considerable reduction in prices, became very anxious to realise their stocks, and consequently business was transacted, though only to a limited extent, the settlements being estimated at 600 bales, of which fully 200 to 300 bales are on native account. Prices have been irregular, but as the mail is closing they show a decline of fully Tls. 20 to 30 for Tsatlees, Tls. 15 to 20 for Karshing Taysaams, Tls. 20 to 30 for Hainings and Yuenfas, and Tls. 15 to 20 for Hangchow Tsatlees; other classes of silk showing but little change. Rates for Chop 3 Tsatlee remain unaltered, Tls. 515 it is reported having been paid for "Silkworm" Chop No. 3 Tsatlee. The unsold stock is estimated at 3,000 to 4,000 bales, but further supplies are supposed to be close at hand, only waiting for higher prices to rule in this market, when they will be brought forward. From the interior the advices report but a very limited business being transacted, owing to the extremely high prices asked by the producers for their Silks. The estimate for the total crop, given by reliable Chinese, is 40,000 bales.

CANTON.—Transactions have been sufficient to keep prices at nearly the same figures as those at which last settlements were made. The bulk of the settlements of Loongkong and Kowkong are intended for the Indian market. Finer parcels, which are called "Curio" kinds, are attracting some attention, and there are some purchases of this sort reported. Stock of really fine silk is rather scarce. In Re-reeled Cumchook there is but slight change to note. Some parcels have been taken at $515, but the quality is inferior. The native dealers report prices much the same in th country, but with large stocks, for this season of the year, and the approaching Chinese holidays we hope to see a decline in values, unless foreigners operate largely. We give the following as the settlements for the fortnight:—Tsatlee reel, No. 1, $480 to $530: sales 270 bales; Loongkong No. 1, $480 to $495: sales 60 bales; Re-reeled Cumchook, $515 to $530: sales 300 boxes; Waste silk, $45 to $65: 200 piculs.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales &Cases
From June 1 to Nov. 30, 1867	394606	45309700	36955699		10576643	93136548	34794
Corresponding period last season	657831	44359681	38457634		10315469	93983605	32156

SHIPMENTS SINCE.

	Ship.	From		
Nov. 12	Minnie	Shanghai	390,251*	
— 16	Elmstone	do.	1,028,890*	
— 23	John Lidgett	do.	1,028,003*	
— 27	Lauderdale	Foochow	1,158,200*	
Dec. 1	Emeu (mail str.)	Shanghai, &c.	—	1,934
— 7	Ailsa Craig	Foochow	640,100	
— 15	Delhi (mail str.)	Shanghai, &c.		1,743

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to Nov. 30, 1867	...	...	...	...	...	21825118	596
Corresponding period last season	...	...	...	...	...	13600322	2391

SHIPMENTS SINCE.

	Ship.	From	
Nov. 21	Anazi	Yokohama	517,333*
— 25	Dannevirke	Foochow	193,700*
— 25	Chrysolite	Yokohama	523,319*
— 27	Costa Rica	Shanghai	42,794*
— 28	Feronia	Foochow	368,200*
Dec. 3	Lota	Shanghai	540,590*

* Included in above total.

TO THE CONTINENT.

							Ba'es
From June 1 to Nov. 30, 1867	...	...	...	...	...	985036	—
Corresponding period last season	...	...	...	...	...	957500	—

SHIPMENTS SINCE.

None.

TO AUSTRALIA.

From June 1 to Nov. 3, 1867 ... ... 9,756,053 lbs.
Corresponding period last year 7,601,378

SHIPMENTS SINCE.

	Ship.	From	
Dec. 7	Ella Gladstone	Foochow	267,500
— 9	Emma	do.	215,300

LIST OF SILK SHIPPERS FROM SHANGHAI; JUNE 1 TO DECEMBER 7, 1867.

(*Southampton and Marseilles.*)

Adamson, W. R. & Co.	1,248	Milsom & Tod	688
Barnet, Geo., & Co.	996	Nachtrieb, A. & Co.	30
Birley, Worthington, & Co.	290	Olyphant & Co.	—
Blain, Tate, & Co.	—	Overweg & Co.	660
Borneo Co. (Limited)	—	Petrocochino & Co.	266
Bourjau, Hubener, & Co.	351	Pustau, Wm., & Co.	604
Bovet Bros. & Co.	466	Primrose & Co.	690
Bower, Hanbury, & Co.	3,610	Reiss & Co.	611
Bradwell, Bloor, & Co.	—	Reme & Co.	59
Brand, Monro, & Co.	2,360	Rothwell, Love, & Co.	10
Carter & Co.	1,569	Russell & Co.	836
Chapman, King, & Co.	137	Sassoon, David, Sons, & Co.	642
Coutts & Co.	—	Scheibler Matthai & Co.	1,142
Cumine & Co.	167	Shaw Bros. & Co.	477
Dow & Co. & J. H. Wright	630	Siemssen & Co.	355
Gamwell, F. R.	655	Skeggs & Co.	1,026
Gibb, Livingston, & Co.	838	Smith, J. M., & Co.	80
Gilman & Co.	1,140	Textor & Co.	1,356
Glover & Co.	—	Theric & Co.	70
Gutschow & Co.	203	Thorne, Bros., & Co.	—
Heard, Augustine, & Co.	446	Trautmann & Co.	190
Hogg Bros.	927	Turner & Co.	30
Holdsworth, E.	10	Wilkinson, Alfred, & Co.	—
Holliday, Wise, & Co.	191	White, F. G.	63
Jardine, Matheson, & Co.	1,014	Miscellaneous	895
Jarvie, John, & Co.	363		
Meynard & Co.	113	Total bales	28,768

EXCHANGES ON LONDON.

[For de.es, see first page.]

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5¼d.	4s. 6d.	4s. 6d.
Shanghai " "	6s. 0¼d.	6s. 0⅜d.	6s. 1d.
Canton " "	4s. 4d.	4s. 4½d.	4s. 4⅝d.
Hong Kong " "			
Macao " "			
Singapore " "	4s. 4d.	4s. 4½d.	4s. 4⅞d.
Manila " "	4s. 2d.	4s. 2¼d.	4s. 3d.

☞ Later quotations will be found in the Telegrams in another column.

☞ At Shanghai, bills on India, Rs. 300 to 301 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar Silver at Shanghai, taels 111.4; at Hong Kong, 11¼ per cent. premium. Mexican dollars at Shanghai, tls. 72.8 per 100; and exchange on Hong Kong, 28 discount. Hong Kong Mint dollars, ¾ per cent. premium. Bons at Yokohama, 312 to 313 per $100. Kong Kong and Shanghai Bank shares, new, ½ premium; old, 5 per cent. premium; Gas Company, par; Hong Kong and Whampoa Dock, 10 to 17 per cent. premium; Union Dock Company, 32½ per cent. discount; China Traders' Insurance, $25 premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Nov. 19, Castleton; 22, Brilliant; from Newcastle, 25, Argonaut; from Cardiff, 27, Alexandrina; from Havre, 15, Jacques and Marie; from Amsterdam, 15, Aquarius; from New York, 27, Alcoyne; from London, Neville (reported by telegram).

At NAGASAKI.—From New York, Nov. 14, Onward.

At SHANGHAI.—From London, Dec. 6, James Shepherd; from London, Beemah (reported by telegram).

At HONG KONG and CANTON.—From Liverpool, Dec. 18, Falcon; from Shields, Nov. 30, Nazarene; from Cardiff, Dec. 1, Palma; from Hamburg, Nov. 30, Johanne Maria; Dec. 4, Mikado; from Marseilles, 2, Eugene Adele; from Havana, 1, Avon; from New York, 10, Surprise.

At MANILA.—From Liverpool, Bella Mariana—(reported by telegram.)

At SINGAPORE.—Jan. 8, Ajax.

At PENANG.—From Shields, Dec. 14, Alice; from Liverpool, 17, Ajax (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Nov. 15, Swanley; 21, Anazi; 25, Chrysolite.

From SHANGHAI.—For London, Nov. 23, Elmstone; 25, John Lidgett; for New York, Dec. 3, Lota.

From FOOCHOW.—For London, Nov. 27, Lauderdale; for Boston, 25, Dannevircke.

From HONG KONG and CANTON.—For Havana, Nov. 29, Nelly.

From MANILA.—For Cadiz, Dec. 1, Concepcion; 4, Margarita; for Boston *via* Cebu, Nov. 28, Agnes.

From SINGAPORE.—For Liverpool, Dec. 19, Jane Blythe; for Boston, 11, W. A. Farnsworth; for New York, 11, Dunmore.

From PENANG.—None.

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VESSELS LOADING.

At YOKOHAMA.—For New York, Benefactress.

At NAGASAKI.—For London, Gleam; for New York, Belle.

At SHANGHAI.—For London, Dundonald, Emperor (full), Harlow, Glenaros, Chanticleer, Vigil, Tamerlane, Tyburnia (full); for New York, Royal Minstrel, John Banks, Virgilia, Eva, Yeavering Belle.

At FOOCHOW.—For London, Shelburne, Newcastle, Cingala, Elizabeth Nicholson.

At HONG KONG and CANTON.—For London, Southern Cross (completing at Macao), Art Union, Petchelee; for New York, Lorery, Nellie Chapin.

At MANILA.—For London, Ospray, Southern Belle; for Cork, Doriga, Jane Avery; for Hamburg, Voladora; for Cadiz, Conchita, Elise, Tetuan; for New York, Game Cock. White Swallow; for Boston, Agnes, Bengal, Madeira.

At SINGAPORE.—For Liverpool, Lawrence Brown, Kahlamba, Lucerne; for Glasgow, Bogota; for Falmouth, Akershus; for Channell, Celle; for Hamburg, Ceres.

At PENANG.—For London, Alice.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, tea, £3. 10s. per ton; silk, £4 to £4. 10s. nominal; to New York, £3. 5s.

At NAGASAKI.—To London, £3. 10s. per ton.

At SHANGHAI.—Vessels on the berth for London and New York are f'ling up slowly at previous rates—viz., £3 to either port; for coasting there is no demand.

At FOOCHOW.—To London, £3.

At HONG and CANTON.—There is no change to report in homeward freights; to Bangkok and back a fair business has been done at former rates.

At MANILA.—There has been no arrival since last report, and no settlements for the United Kingdom, there being no suitable disengaged tonnage in port.

At SINGAPORE.—There is a good enquiry for shipping; freights in Java have advanced, and high rates are offered to load there for Europe; engagements are also offering for the Burmah ports and for coasting voyages. Rates for the United Kingdom are unchanged at £3. 5s. per ton for dead weight and for light freight.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	For.
Nov. 20 ...	Golden Age ...	Samarang ...	Amsterdam
— — ...	Cleveland ...	Foochow ...	London
— — ...	H. v. van Paulo ...	Cardiff ...	Singapore
— — ...	Reine de los Angelos	Cadiz ...	Manila
— 25 ...	Conrad ...	Yokohama ...	London
— — ...	Polmaise ...	Hong Kong ...	London
— — ...	Uncowah ...	Peru ...	Cuma
— — ...	Pauline ...	Yokohama ...	London
— — ...	Adelaide ...	Canton ...	New York
— — ...	Maria Pia ...	Macao ...	Havana
— — ...	G. Vidal ...	Hong Kong ...	—
— 27 ...	Minnie ...	Shanghai ...	London
— 28 ...	Fairy Rock ...	Adelaide ...	Batavia
— — ...	Golden State ...	Amoy ...	New York
— 29 ...	J. H. Schwansen ...	Foochow ...	Falmouth
— — ...	Dilpussund ...	Shanghai ...	New York
— — ...	Maria Adolfina ...	Batavia ...	Amsterdam
— — ...	Zeelandia ...	Batavia ...	Middelburg
— — ...	Varuna ...	Sunderland ...	Singapore
— 30 ...	Bothwell Castle ...	Singapore ...	Lon. & Glasg.
— — ...	Therese ...	Bangkok ...	Hamburg
— — ...	Helena Darma ...	Bangkok ...	Falmouth
Dec. 1 ...	Ethiopian ...	Shanghai ...	London
— — ...	Mephista ...	Macao ...	Falmouth
— — ...	Laurel ...	Foochow ...	London
— 2 ...	Caduceus ...	Manila ...	New York
— — ...	Ann Adamson ...	Singapore ...	London
— 3 ...	Island Queen ...	Foochow ...	London
— 5 ...	Royal Berkshire ...	Shanghai ...	New York
— — ...	Mondelli ...	Bordeaux ...	Saigon
— 7 ...	Herman de Ruiter...	Amsterdam ...	Samarang

REPORTS AND CASUALTIES.

HONG KONG.

The American ship Surprise, from New York, Aug. 25, reports, on Oct. 2, in lat. 30 S., long. 23 W., exchanged signals with the British ship Colonial Empire, from London, bound to Sydney, 49 days out; and on Nov. 23, in the Straits of Macassar, fell in with the Dutch schooner Jeanette, short of provisions and water, and supplied her.

The British barque Falcon reports having left the Mersey on July 6. Experienced fine weather down Channel and as far as lat. 48 N., where squally weather was encountered. Light N.E. trades as far as 11 N., and thence had a very tedious time getting to the southward, crossing the equator in 28 W. on Aug. 15. Fresh S.E. trades as far as 28 S., and passed the meridian of the Cape Sept. 11, in 38 S. Met with heavy gales and high seas running down the Easting, and moderate weather from Amsterdam to Anjer, where the anchor was let go on October 21. Proceeded again on the 23rd, and met with light winds with sultry weather, rain, thunder, and hard squalls through Banca Straits. Came up the China sea by the Palawan passage, and while there had strong N.N.E. winds with very heavy sea, continuous rain, thunder, and lightning, &c. Thence moderate weather to Cape Bolanao, and after that strong N.E. gales, with very heavy sea during the remainder of the passage. On November 24 in lat. 8·46 N., long. 116·25 E., spoke the American barque Maud Hellen, from New York, bound for Hong Kong, having been in company with the same vessel at Anjer.

The barque Mikado, the first vessel which has arrived in China waters under the flag of the North German Confederation, arrived here on Dec. 4th. She is a new vessel built and owned in Hamburg. She reports having left the mouth of the Elbe July 24th. Experienced moderate weather in the North Sea and good N.E. trades. Crossed the Equator August 25th in 20 W. Strong S.E. trades as far as 28 S. Passed the meridian of the Cape Sept. 22nd in 42 S. Thence to St. Paul's 14 days, with strong S.S.W. winds. Sighted Dirk Hartog Island on Oct. 19th, and passed through Lumbock Straits on the 27th. Anchored in Basilian Straits Nov. 12th on account of light winds and a strong current, and proceeded next day. Nov. 14th, when in lat. 8 N., long. 122 E., a strong westerly gale sprung up with a high cross sea, and continued until the 18th. On the 15th, being on a lee shore, ran into Iloilo harbour, and anchored until the 22nd. From Cape Bolinao met with fresh N.E. breezes until arrival.

The British ship Syree Singapura, from Bangkok, Oct. 12, reports having experienced a series of terrific gales when off the coast of Manila, from November 17 to 25, in which the bulwarks were completely washed away and deck swept of every movable.

The Prussian ship Avon lost sixteen of her passengers through sickness during the passage from Havana.

The Danish barque Johanna Marie reports having left Hamburg July 2. Crossed the Equator Aug. 10, in 27 W., and passed the meridian of the Cape of Good Hope Sept. 10; St. Paul's and Amsterdam on the 28th. Passed Anjer Oct. 16, and on the 20th, in Banca Straits, spoke the Prussian brig Margot, from Cardiff bound to Hong Kong, 124 days out. Experienced moderate weather to the latitude of Singapore, on the 22nd, but after that a succession of heavy gales. Passed Pulo Sapata Nov. 5, and on the 16th to 17th, when to the southward of Manila, experienced a heavy typhoon, and since that time strong gales, with a tremendous sea.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 7, at New York, from Batavia, Heimarth; 8, from Yokohama, Yokohama; 24, at Plymouth, from Singapore, Simoom; 27, at London, from Foochow, Medina; 26, in the Downs, from Colombo, Oriana; from Singapore, Sebastian Cabot.

DEPARTURES.—Jan. 25, from London, for Colombo, St. Andrew's Castle; 20, from Shields, for Batavia, Hellevoetsluis; 8, from New York, for Hong Kong, R.S. Ely.

SPOKEN.—Dewa Gungadhur, Penang to London, Dec. 17, 4 S., 18 W., with bottom apparently very foul.

CASUALTIES.—The Simoom, Slater, from Singapore to London, which arrived at Plymouth, Jan. 24, had lost sails, galley, and part of bulwarks.

ROTTERDAM.—Arrivals: Jan. 25, at Texel, from Batavia, Nicot, Alblasserdam; Jan. 26, at Brouwershaven, Vesta, Kinderdyk.

LEGAL.

—o—

IN RE THE BANK OF HINDUSTAN, CHINA, AND JAPAN.

This matter came on to be heard upon a summons taken out by Mr. Ross, who had been the manager of a branch of the Bank of Japan. The bank contracted with Mr. Ross for his services in May, 1867, for three years certain, at the rate of $800 per month, and he was to have a furnished house found for him. In fact, his appointment was guaranteed to him by the bank, which, however, was now in the course of being wound up by the Court. The liquidators offered to release Mr. Ross from his engagements with the company, but he declined that offer, and returned to England. The summons, which was adjourned from chambers into court, asked for an order directing the liquidators to pay Mr. Ross the balance of his expenses for his passage from Yokohama to London, and his salary at the rate of $800 per month from the 31st of May, 1867, to the 30th November, 1867, less the amount received by him on account of the salary, and for directions as to its future payment. Mr. Dickinson, Q.C., and Mr. C. T. Simpson appeared for Mr. Ross, and contended that the contract with him was still subsisting, and the bank were bound to pay him his salary in accordance with it. Mr. Green, Q.C., and Mr. Lindley were for the official liquidators of the bank. The Vice-Chancellor, after some considerable discussion, made an order for payment by the liquidators to Mr. Ross of the sum of £3,000 and his costs, and directed Mr. Ross to stand as a creditor of the bank for the £3,000, with interest at £5 per cent until the payment of the debt.

JONES V. JUST.—CONTRACT CASE.

This was a case as to the alleged warranty of the quality of hemp. The contract—both parties being in London, and the hemp expected to arrive in a vessel—was for a quantity of "Manila hemp," at a price per ton (£38 10s.), nothing being said as to the condition or quality. In point of fact the hemp had been damaged by reason of a wreck in a previous voyage, before it was shipped on the present contract, and the consequence was it was greatly reduced in value. But neither of the parties was aware of this, and neither of them knew anything about the hemp. The plaintiff, a rope manufacturer, had purchased the hemp for ropemaking, and, of course suffered considerably. It was proved that the hemp could not be used for the purposes to which hemp was usually applied—as, for instance, ropemaking—without a large admixture of other hemp, and that it was not worth above three-fourths of the price contracted to be paid. The action being brought by the buyer for an alleged breach of an implied warranty that the hemp was fairly merchantable, the objection was taken that there was no such warranty accepted in law, and that it was enough that the hemp was saleable as hemp. On the other side it was insisted that the sale of hemp did not mean damaged hemp. The learned Judge before whom the case was tried at Liverpool (Mr. Justice Blackburn) directed the jury that upon the contract the purchaser was entitled to expect hemp which was fairly and reasonably merchantable; and that whether it was so or not was for them to determine, because it was a question of degree, dependent upon practical knowledge, and which could not possibly be a matter of law. Upon this the jury found in favour of the plaintiff that the hemp was not reasonably merchantable. Upon this the point of law arose, whether there was any implied warranty that it should be so, subject to which the plaintiff recovered a verdict for £760; and the point now came on to be argued.—Mr. S. Temple, Q.C., and Mr. Charles Russell were for the plaintiff, the purchaser; Mr. Brett, Q.C., and Mr. Holker were for the defendant, the seller.—The argument lasted until the end of the day.—The Court took time to consider their judgment.

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IMPORTANT CONTRACT CASE.—DRAKE AND OTHERS V. TAYLOR AND OTHERS.

This case, recently tried in the United States Circuit Court, possesses considerable interest. The plaintiffs were Messrs. Drake, Kleinwort, and Cohen, of London; the defendants, members of the firm of Taylor and Hubbell, of New York, and their assignees. In April last the plaintiffs, through their agent at New York, Simon de Visser, issued a credit authorising drafts on them, on account of Taylor and Hubbell, to the extent of £30,000, against produce, bills of lading for which were to be sent to De Visser. Hubbell agreed to provide funds to meet the drafts. The sum drawn for and accepted by plaintiffs was over £29,000, against a cargo of hemp and sugar per *Hotspur* from Manila to New York. The bills of lading were sent to De Visser and the cargo insured in New York in Hubbell's name. Ship and cargo were lost on the voyage, whereupon Hubbell demanded the bills of lading of De Visser that he might obtain the sum insured. He delivered to De Visser, in exchange, the following extraordinary document:—

"Received from S. De Visser, &c., the following merchandise (quantity &c. specified), which we agree to hold on storage as the property of Messrs. Drake and Co., with liberty to sell the same and account to S. De Visser, or to them for the proceeds, until the bills drawn by Peele, Hubbell, and Co., or Drake, Kleinwort, and Co., for purchase of said goods shall have been duly provided for. We agree to keep the property insured against fire, policy payable to S. De Visser in case of loss; the intention of this arrangement being to preserve unimpaired the lien of Drake, Kleinwort, and Co., on said property.—Aug. 1, 1867.—H. W. HUBBELL, ROBT. L. TAYLOR."

Whether any additional agreement was made between Hubbell and De Visser on the delivery of the bills of lading was a point in dispute. Hubbell received the bills, and collected, on behalf of himself and Taylor, the insurance, amounting to $200,000, and applied it to paying joint debts of himself and Taylor. The drafts drawn on the plaintiffs were not provided for, and on the 24th of October last, Hubbell and Taylor each made a separate assignment to the other defendants, conveying all his property intact to sell it, and apply the proceeds towards liquidating the debts of the firm. The bill of complaint alleged that the value of the properties in the hands of the assignees was $135,000, that only $50,000 of that amount was the property of Hubbell. It claimed that the plaintiffs had an equitable lien upon the insurance money, and it prayed the court as follows:—First, for an injunction restraining any disposal of the property by the assignees as should not leave in their hands enough to pay them the $260,000; second, for the appointment of a receiver of so much of the assigned estate as shall pay them the $260,000; third, for a decree that plaintiffs are creditors of Taylor individually for the $200,000, and are entitled to be paid before the payment of any debt for which Taylor and Hubbell are jointly liable.

The Court found that the $200,000 having become so mixed up with other moneys that it could not be traced separately, the plaintiffs could have no special lien upon it, and therefore the injunction could not be granted; they were, however, justified in their claim to priority as creditors of Taylor individually to the extent of $200,000, before claims against the joint estate were satisfied. The Court remarked on the strange nature of the paper above described, which purported to be a receipt for goods which all parties knew to have been destroyed.

DIVORCE CASE.—GUTZMER V. GUTZMER AND CRAWFORD.

This was the husband's petition for a divorce on the ground of his wife's adultery with the co-respondent. The respondent traversed the adultery. The co-respondent did not appear. Dr. Swabey appeared for the petitioner, and Dr. Tristram for the respondent. It appeared that the petitioner was an engineer, and married the respondent, then a widow, on November 9, 1856. After the marriage the parties resided in Liverpool, and there were three children, the issue of the marriage, born. They resided together in Liverpool until 1861, when the petitioner took an engagement as an engineer on board one of the Peninsular and Oriental Company's steamers. In that vessel he went out to China, and was absent from England until October, 1866. His pay was £12 per month, and the respondent had the half of it the whole time he was away. On returning to England he found his wife living at Stockport. After residing with her there for some weeks the petitioner went on business to Liverpool, where he remained for some days. On his return to Stockport he found that his wife had eloped with the co-respondent, taking with them all the furniture and the children. They were traced to Bolton-le-Moor, where they put up at the Temperance-hotel, and occupied the same bed-room. They were afterwards traced to a house in Bark-street, Little Bolton, where they were living as man and wife. These facts having been proved, the Court pronounced a decree nisi.

MISCELLANEOUS.

—o—

CAPTAIN LECKIE, R.N.—The services of the late Captain Charles Taylor Leckie, of the Royal Navy, who died lately at Edinburgh, are as follows:—Entered the service as midshipman, 1834; served on board her Majesty's ship *Portland*, in the Mediterranean, until March 22, 1837; West Indies, June 1841; in China, from December 1841 to June 1843; mate in her Majesty ship *Cornwallis*, in China and East Indies, from June 1843 to November 1844. Promoted to lieutenant on November 12, 1845, by Vice-Admiral Sir William Parker, Bart., G.C.B., with a high compliment in the presence of the officers of her Majesty's ship *Hibernia*. Promoted to commander March 24, 1854, after having been acting-commander for eighteen months on the West Coast of Africa. Commanded Her Majesty's ship *Teazer*, tender to *Penelope*, for two years, and was at the destruction of Lagos, December 1851. When in command of Her Majesty's ship *Ferret*, on the West Coast of Africa, from October 20, 1854, to February 9, 1856, was ordered to release a British subject worked in chains by natives of Nunez River. This was accomplished without force, but with difficulty, after taking the *Ferret* to the head of that dangerous river. For this service he received the thanks of the French and English merchants, the Governor of Sierra Leone, and the approval of Commander Adams. Assisted the Governor, Colonel O'Connor, to quell disturbances at the Gambia, and captured the only slaver taken at that period under difficulties at the head of the river Pongas. Commanded Her Majesty's ship *Fury* from July 28, 1855, to December 12, 1858, and convoyed a gunboat to China. Was engaged in the *Fury's* boats in the actions of April 25 and 27, 1857, in Escap Creek, Canton river. At the battle of Fatshau, June 1, 1857, and one of the lead of the advance in attack on the front, also of the first and second fleet of junks. Was mentioned in the despatches of Vice-Admiral Sir M. Seymour, G.C.B., and by Commodore Sir H. Keppel, K.C.B. Was sent to Ceylon during the Indian mutiny, and received the thanks of Sir Henry Ward, the governor, for his services. Was mentioned by Vice-Admiral Sir M. Seymour for his conduct at the capture of the Peiho forts and advance to Tientsin, in 1858. Promoted to captain September 17, 1858. Was afterwards employed against pirates, and commanded boats of the *Magicienne* and *Fury* against a pirate town, near Swatow, and landed his force. Destroyed a fleet of twelve pirate junks in the Canton river which obstructed the trade of Macao, and had the gunboats *Firm* and *Bustard* under his orders on this occasion. Commanded her Majesty's ship *Leopard*, from October 10, 1862, for four years in China and Japan, and did the duty of senior officer at each of the ports. Was in the action of Simonoseki, for which he received the Legion d'Honneur, and was honourably mentioned in the despatches. The *Leopard* was paid off September 30, 1866. Captain Leckie was thirty-three years in Her Majesty's service, and had the China medal and clasps for Fatshar, 1837, and Peiho, 1858.

REEFS IN PHILIPPINE ARCHIPELAGO.—The following communication from Captain Fagg, in command of the Spanish steamer *Sud Oucie*, running between Manila, Cebu, and Yloilo, has been forwarded for publication:—"Reef off St. Fernando, in lat. about 16.35 N., lon. 0.45 W. of Manila. This reef I passed one morning under full steam, when my attention was called by seeing the bottom quite clearly. I immediately stopped the engines and took the following bearings:—South point of the isthmus of San Fernando S. 50 E. and the church of San Juan to the northward E. 10 N. These bearings are, of course, only approximations. I sounded first in 5 fathoms, continued my course dead slow to the southward, and had 5, 6, 6, 7, 9, and from thence out of soundings to 50 fathoms. Another reef, also, exists to the southward of the island of Sibuyan, bearing from the Cresta del Gallo N.E. four to five miles. I have several times gone across this bank, lying immediately on my track from Romblon to Zebu. The least water I have found on it has been 5½ fathoms. On Wednesday, July the 24th, when returning from the village of Tibia, where I had been to try and salve the cargo of the schooner *Isabel Segundo*, lost on a reef of rocks that extends to the N. and N.E. of the island of Batbatan, I found myself suddenly on a reef of coral, the bottom plainly visible. I immediately stopped the engines, and took the bearings of the pueblo or village of Nalupa, distant about two to two and a-half miles E. by S. Some of the rocks seemed awash, and where the steamer was I had 1½ fathom soundings varying. This reef is well known to the small coasters on this coast, although not marked in the charts.—Yloilo, island of Panay, July 31, 1867."

THE CHINA TREATY.—A sub-committee, appointed by the Tynemouth Chamber to consider the proposed revision of the treaty with China, recommend that in no case, as regards shipping dues, shall British subjects be required to pay higher dues than the subjects of the Empire; that, as regards the case of any British merchant vessel being concerned in smuggling, the owner of the vessel shall not suffer penalties unless it can be shown that such owner was interested in or cognisant of such contraband transaction; that, as regards the proposed penalty for the captain of any ship presenting an "incorrect" manifest to the Chinese Customs' authorities, the penalty shall only attach where it has been done intentionally; that with regard to the penalty for neglecting to lodge the ship's papers within twenty-four hours after arrival, the penalty shall only attach where it is proved there has been wilful neglect. With regard to the penalty for opening a hatch before the Customs' permit has been obtained, the committee suggest that, instead of the penalty being imperative, it be left to the authorities, with the consul to waive the penalty where circumstances justify such a course. As regards the prohibitory clause against British ships carrying pulse and bean cake from Tungchaw and Newchwang, the committee recommend that the clause should be expunged, as various members of the chamber have had vessels engaged in such trade without either let or hindrance on the part of the Chinese authorities. The sub-committee make other suggestions, and conclude with remarking on the necessity for the British Government seizing the opportunity of the renewal of the treaty to insist on British ships being permitted at Chinese ports, and in Chinese waters, the same privileges given to foreign flags in British ports and British waters. The report was adopted by the meeting, and ordered to be forwarded to Her Majesty's principal Secretary of State for Foreign Affairs.

JAPANESE CONSUL AT SAN FRANCISCO.—The *New York Observer* says that Charles Walcott Brooks has been regularly appointed Consul-General for the Empire of Japan in San Francisco city. This is said to be the first appointment of the kind ever made. The Government of Japan confers exclusive powers upon its agent in a letter of instructions which accompanies his commission. The document was issued by a Council of State, composed of seven Princes of the Empire, who constitute the governing power in Japan since the abdication of the Tycoon. The latter says, in substance, that as the United States was the first Power to conclude a treaty with Japan, opening the land to foreign commerce, a representative of Japan should be located in that country and at San Francisco, as the city of America nearest to Japan and with which there will be the most frequent intercourse; and since the establishment of a steamship line between San Francisco and Yokohama it is expected that trade and friendship will increase between the two countries and will largely augment the travel of the Japanese to America; the Council, therefore, judge it best to create a Consulship at San Francisco.

APPOINTMENTS.—The following appointments have been gazetted:—William Keswick to be member of the Legislative Council, Hong Kong; Francis Gerhard Myburgh, Esq., now Her Majesty's Consul at Kanagawa, to be Her Majesty's Consul at Hiogo and Osaka; Lachland Fletcher, Esq., to be Her Majesty's Consul at Yedo and Kanagawa; William Willis, Esq., to be Her Majesty's Vice-Consul at Yedo and at Kanagawa; and John Frederick Lowder, Esq., to be Her Majesty's Vice-Consul at Hiogo and Osaka; Sydney Locock, Esq., now Secretary to Her Majesty's Legation in Japan, to be Secretary to Her Majesty's Legation at the Hague;

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and Francis Ottiwell Adams, Esq., now a Second Secretary in Her Majesty's Diplomatic Service, to be Secretary to H.M.'s Legation in Japan. Mr. E. B. Gould has been appointed a student interpreter in China, Japan, or Siam consular service.

LAUNCH.—Messrs. Henderson, Coulburn, and Co., of Renfrew, have launched a composite screw of 850 tons, built for the East India trade This vessel has been named the Sakura, and she is being fitted by the builders with a pair of compound engines of 110-horse power, nominal.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 24.

According to a statistical review of our trade in 1866 the general import amounted in that year to 528 millions of guilders, the import for consumption 425 millions, and the general export 426 millions of guilders. The import augmented in that year about 6 per cent., the import for consumption 5 per cent., and the transit 4 per cent. The import of cotton yarns augmented 7 millions, rice 6 millions, cotton manufactures 6 millions, raw cotton 5 millions, and coffee 3 millions. The export decreased for cotton 13 millions, sugar 4 millions, but cotton manufactures increased 19 millions, cotton yarns 4 millions, refined sugar 4 millions. The imports from England amounted to 147 millions of guilders, being 8 millions more than in 1865, and the export to England 120 millions, being 3 millions less than in 1865.

At the yard of Messrs. C. Gips and Zonen, at Dordrecht, another steam screw man-of-war will be built for account of the Japan Government. You will remember that some time ago the said shipbuilders delivered the *Kai-yoo-maroo*.

According to a Ministerial report, the Minister of the Colonies intends to build four iron-clads for the maritime service in India, besides some monitors; the latter are especially destined to defend the harbours.

On the 9th July the Trading Company opened for the first time a public tendering for freights to convey produce from India to Dutch harbours. Tenders were offered for 33 vessels, the freights varying from 93f. to 120f. for Amsterdam; 89f. to f.104.84 for Rotterdam; 91f. to f.109.43 for Dordrecht; 90f. to f.104.84 for Schiedam; 94f. to f.104.84 for Middelburg. The Trading Company chartered only two vessels for Amsterdam, viz.: *Nederland* and *Orange*, at 93f.; *Goede Verwachting*, at f.94.79; for Schiedam, *Erasmus*, at 90f.; for Middelburg, *Honigby*, at f.94.89.

The military contingent for the East India army, which will be sent from here, is fixed at 2,000 soldiers, including 312 artillery, and 140 cavalry.

COMMERCIAL.

COFFEE.—The market is firm under the influence of the declaration of the Dutch Trading Company that at the sale of February only 135,000 b. will be offered, against 172,568 b. in February, 1867. There was some demand for consumption and for export, but there was little offered, and the prices are very firm. 600 to 700 b. Java (Tjilatjap) No. 23 of the November sale have been taken for America at 44c.; and of private imports 500 b. ex Stad Dockum very good ordinary greenish at 41½c.

SUGAR (RAW).—With some imports for private account; and 2,500 b. Java, ex Priam and Annie Story, were sold at private terms. The market value is 1f. under the November sale.

RICE.—The arrivals from Java were very important. 6,720 b. Kandanghauer table, ex Jason; 5,500 b. Java, per Priam; 6,147 b. do., ex Koerier; 12,015 pic. Sourabaya, ex Java; 2,172 b. Java, ex Finella; were sold at private terms. The valuation is 9½f. to 10½f., according to quality.

SPICES.—Quiet; 16,000 b. Pepper imported from Java, per Priam. The quotation is for Nutmegs 1a, 76 to 80c.; ditto Mace, 115c.; Cloves No. 2, 28c.; and Pepper, 17c.

TEA.—Quiet, but firm, with good demand for consumption.

TOBACCO.—On the 30th inst. will be offered for sale 5,640 b., and on the 13th February 11,083 b. Java, of different trade marks.

DRUGS.—With a trifling business. For 350 kilo. Bourbon Vanila 1½f. to 9f. was paid, according to quality.

ARRACK.—The market was firm, but without transactions.

INDIGO.—With more demand for fine sorts, but the stock is very unimportant.

COTTON.—1,400 b. Java were sold for speculation at very firm prices.

MANUFACTURES with little transactions.

TIN.—The prices are unaltered; 1,400 slabs Banca were sold at 52½f.; 100 slabs Billiton, 51¼; and 500 slabs floating for Yedo.

HIDES.—1,435 p. Sourabaya (damaged) ex Herald of the Morning were sold from 41½c. to 52c.

MONEY AND STOCK MARKET.—There was a somewhat better tone in the markets, and an increased business took place at somewhat improved prices. Home stock was higher. The transactions are, however, not yet of so extensive a character as they were in the early part of January. The rate of discount at the Bank is still unaltered; the demand was not large, whilst in the open market the supply was very full. Dutch Two-and-a-Half per Cents., 53¼; Three per Cents., 63; Four per Cents., 83½; Trading Company, 135¾; Netherlands Bank, 233; East India Comp. of Adminis., 95.

'CHANGE.—London, 3 mo., f.11.83½; 2 mo., f.11.84½; short, f.11.90. Paris, 3 mo., 47f.; 2 mo., f.47.05; short, f.47.25. Hambro', 3 mo., f.34.95; 2 mo., 35f.; short, f. 35.20; Bremen, 3 mo., 190f.

SHIPPING.

ARRIVALS.—Jan. 15, at Brouwershaven from Batavia, Priam; at Texel from Batavia, Willemina and Clara, Java, Senior, Gelderland; Jan. 16, Vier Gezusters, from Tjilatjap, Ystroom; Jan. 17, at Texel, from Batavia, Insulinde; from Samarang, Elizabeth; Jan. 21, at Brouwershaven, from Batavia, Almonde, Helena and Anna; Jan. 22, Kortenaer, Hendrika; at Texel from Batavia, Cheribon.

PASSENGERS INWARD.—From Java, per Zeenimph, Mr. Loggere and family; Mrs. Stevert and family; Messrs. K. C. Bunnik, J. van Lakerveldt, and Dumont; per Jason, Messrs. Flora Siccama, W. A. Kok; per Willemina and Clara, Mr. Wesselink; per Gelderland, Mr. Mees; per Sourabaya Packet, Messrs. E. A. Linnenschmidt van Loffelt, A. G. Brandon; per Elizabeth, Messrs. Serle and family, Stek and family, van Haffelen and family, Vogelpoel and Miss Trappen; per Insulinde, Messrs. A. Raaymakers and J. Neep.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 24.

As but little more than two short months have to elapse before the 1st of April—*nomen et omen*—when it will become imperative on all German vessels to hoist the Federal flag as their national colours, the Chancellor of the Bund has circularised the governments of the German maritime States on the subject, requesting them to take the needful steps with their respective shipowners to show proper honour to the new flag, which has already been recognised in the usual diplomatic manner by all the maritime States of Europe, and most of those in in other parts of the globe In pursuance of this communication the Senate of this city has issued a decree calling upon all shipowners hitherto entitled to wear the Hamburg flag to instruct their captains and skippers, especially those now absent on distant voyages, to conform to the new order of things, and to give them positive orders to use exclusively on and after the 1st of April next the German flag, printed and coloured copies of which may be obtained from the Board of Trade.

In a former letter I gave your readers an outline of the Federal law for the regulation of the German consulates in foreign countries. Only half a dozen consuls have as yet been appointed, chiefly in the Levant—with the exception of Herr von Brandt, hitherto Prussian Consul-General in Japan—and the commercial world are wondering why the others are not yet named. But some unforeseen difficulties have arisen, which have to be overcome, and hence the delay. When the negotiations were pending this time last year, it was announced here with a loud flourish of trumpets as a great concession to the Hanseatic cities on the part of Prussia, that Hamburg and Bremen, who have a numerous and efficient staff of consuls in all parts of the globe, should be consulted and have a weighty voice in the appointment of the Federal consuls. But Count von Bismark, who has more knowledge and experience of the diplomatic than of the consular service, got a crotchet into his head that for the due performance of the official duties, the honorary or unsalaried consuls, who are to be selected from among the German merchants established at the port in question, shall be supported by a paid chancellor who has studied the law and taken the degree of at least LL.D.—or as it is called in German parlance *Juris utriusque Doctor*—at one of the German universities, or been employed in the service of the state to which he belongs in certain capacities specially enumerated in the Bill. Senator Kirchenpauer, the Hamburg Plenipotentiary, and his colleague for Bremen, vainly endeavoured to persuade the Count to abandon this crotchet, which they maintained could never work well in practice, as it would subject such consuls to the humiliation of feeling that they were no longer independent officials, but under the control of a subordinate, who under the plea of having studied the law might make frivolous objections to the legality of his acts and decisions. It now appears that these predictions are fully verified, and that there is a hitch somewhere, which accounts for the delay in making the appointments. I learn from reliable authority that several of the most eminent German merchants residing in foreign ports of importance—among whom are some in China—perfectly able and willing to undertake the consular duties without any remuneration and from pure patriotic motives, have declined the honour of the appointment if they are not thought capable of fulfilling the duties of the office—which some of them have done for many years to the perfect satisfaction of their respective Governments—but be placed under the watch and ward of a paid subordinate who may cavil at their decisions as illegal and be officially constituted as a spy on their actions.

The *Hamburg Correspondent* publishes some official statistics of the navigation of this port in the year just elapsed, in anticipation of the tables printed at a later date by the Chamber of Commerce, from which it appears that the number of vessels that arrived here from all over-sea countries was 5,055 of 636,100 lasts of 3 English tons each, and the number that sailed was 5,071 of 637,583 lasts, and manned by 63,858 men, being as nearly as possible in the proportion of one man to 10 lasts, or 30 tons. As compared with the navigation of the preceding year there is a trifling falling off in the number of arrivals of 130 vessels, but this is more than compensated by an increase of the tonnage, amounting to above 46,000 lasts, or 138,000 tons, showing a very decided tendency towards the general use of larger vessels instead of small ones. This tendency has been observable for several years past, as may be seen by comparing the annual tables, but was never so strongly apparent as in the present instance. Some curious alterations in the form of these navigation tables have become necessary from altered circumstances. Among others, the arrivals under the Prussian, Hanoverian, and Schleswig-Holstein flags, that in the specification table of former years were given separately, are now lumped together under Prussia; whilst in the tables of next year not only will those three flags disappear again, but also those of Hamburg, Bremen, Lubeck, Mecklenburg, and Oldenburg, as well as the privileged separate flags of the ports of Rostock and Wismar, belonging to Mecklenburg-Schwerin, which for the future will all merge into the black, white, and red new federal German flag, and be classified under one single head.

The arrivals from the Far East are a few more than in 1866, being 9 from China, 4 from Netherlands India, 5 from the Navigators' and the Sandwich Islands, and 22 from Singapore, Bangkok, Baly Badong, and Rangoon, making 40 vessels against 37 in 1866.

COMMERCIAL.

A thaw having set in, navigation has recommenced, and our markets exhibit a little more life, though there is no alteration to notice in prices. An arrival from China has brought 2,700 chests of cassia lignea, which come to hand at a favourable moment and cannot fail to find buyers at remunerative rates. In spelter no transactions are reported, but the market is firm. Money market is easy. The latest returns of the Bank of Hamburg show an increase of more than a million marks Banco in the value of silver bars in their cellars. Discount 1¾ per cent.

SHIPPING.

ARRIVED.—Marie Luccie, from Whampoa.

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NOTICES TO CORRESPONDENTS.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 18th, and 26th, contains a Summary of European, American, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON: MONDAY, JAN. 27, 1868.

HONG KONG GRIEVANCES.

WE understand that a number of owners of land in Hong Kong who are at present in this country, merchants, and others interested in the welfare of the colony, intend shortly to hold a meeting in London to discuss the various questions that have lately been agitated with regard to taxation, &c. This movement is independent of the proceedings of the recently formed "Hong Kong Association;" but we presume that a committee will be elected to take such action as may be considered desirable, and that the two bodies will eventually act in concert. Among other propositions likely to be brought forward, we believe one is to the effect that some competent person should be appointed special agent for the colony to represent its interests in London. We have received several letters prompted by the article under this heading in our issue of the 10th instant, and in another column we publish two, the writers of which discuss the question from different points of view. That of "D.G." tells its own story, and requires no comment; while "MERCURIO" appears to be in some degree actuated by a misapprehension of the tenour of the article above alluded to. It was not our intention, as "MERCURIO" seems to infer, to lay all the miseries under which the colony groans to the sole charge of the present Governor. On the contrary, we have always recognised the fact that the disorganised state in which Sir RICHARD MACDONNELL found the colony impelled him to legislation of an exceptional character; still, we wish to point out that although many of the oppressive measures complained of originated from causes beyond his control, he has the power of putting an end to such of them as are clearly unjust, and should lose no time in doing so. The taxation of untenanted houses precisely illustrates this. It was no fault of Sir RICHARD MACDONNELL'S that he found the Colonial Treasury empty; or that an increased scale of taxation was requisite to meet the calls on it; or that, owing to the impossibility of recovering arrears of taxes from tenants, it became necessary to collect them from the landlords. But he will incur a lasting reproach, unless he can devise same plan—and that speedily—for the exemption of uninhabited houses from the impost.

JAPAN.

THE telegram received *via* Galle, announcing that a "political revolution" had occurred in Japan, and that the SHIOGOON had resigned, has been in most respects confirmed by intelligence conveyed by the Pacific mail steamer dated Yokohama, December 6, and received here on the 13th inst. This asserts not only the resignation of the Shiogoon, but that in future the Government would be administered by the MIKADO himself, with the aid of a Council of Daimios. If we accept this account as correct it implies not merely the resignation of STOTSBASHI, and a consequent change of dynasty as regards the Shiogoonate, but a complete abolition of the office, and a full re-assumption by the MIKADO of his rightful power and privileges as absolute sovereign; and the Council spoken of will perhaps be an amalgamation of the Great Council of State, the Gorogio, and the Gosankay—in fact, a sort of select House of Peers. This is a "political revolution" indeed, and in our present state of uncertainty as to its end and object, any speculations as to its effect on the foreign relations of the country would be futile. It is far from being unlikely that a further re-modelling of the Treaties may be rendered necessary; and it is greatly to be wished that our Minister may at once adopt some defined policy with regard to the establishment of free intercourse with such of the DAIMIOS as desire it. So long as the SHIOGOON was an actual and recognised power, there was nothing for it but to accept his proffered friendship, and make the best of whatever concessions could be obtained from him; but if the Shiogoonate is to be swept away, it behoves us to see that the monopoly that has so vexatiously restricted our intercourse with the nation at large falls with it.

FIRES AT HONG KONG.

"WHY is there no Fire Brigade in Hong Kong?" was the question asked on all sides when a large portion of the town of Victoria was laid in ruins by the fire of the 30th October, 1866; and notwithstanding the sad lesson conveyed by that disaster, it is a question that still remains without a satisfactory answer. Now that another great fire has occurred, involving a loss to the colony, directly and indirectly, of something like a quarter of a million sterling, perhaps something will be done; but it is a pity that the residents did not awake a little sooner to the fact that "prevention is better than cure." Volunteer fire brigades have been formed at other ports, and have worked satisfactorily; why not in Hong Kong? Not, we should think, because the energy requisite to form one is wanting, for on each of these sad occasions energy enough has been manifested; but being misdirected and void of control, it was useless, and in many cases did more harm than good. What with an unpopular Government, an empty treasury, a discontented populace, and a depressed trade, the colonists are truly in an evil plight at present, and it may seem an inopportune moment to take them to task for their shortcomings; but the truth is that neither poverty nor misgovernment (supposing such to exist) can be admitted as valid excuses for such a spectacle of utter helplessness as they have presented to the world on these two occasions. If the leading residents, with the co-operation of the representatives of the various fire-assurance companies, cannot originate a movement by which the able-bodied residents generally would be enrolled as members of a volunteer brigade, why cannot Sir RICHARD MACDONNELL be requested to take the initiative? It used to be jokingly said, with reference to oft-recurring railway accidents, that no line would be safe until one of its directors had been smashed; let us hope that the spectacle of a Governor half drowned may lead to some reform in the management of fires at Hong Kong, and inaugurate a new and improved system of "fighting the flames." Unlike many of the institutions that Anglo-Saxon energy raises and supports in China, a fire-brigade *would pay*. At present, fire assurance rates in Hong Kong are enormous; on certain classes of property they are no less than five times as high as in London. A properly organised brigade, by reducing the risk of loss by fire, would necessarily lead to some modification of the present scale.

FROM St. Petersburg we have, in the guise of an item of China news, a statement equally remarkable for its vagueness and its audacity. The journals of that city publish intelligence said to have been received from Taschkend, in Tartary, dated the beginning of December, and asserting that "military measures are being taken by China which are interpreted by the Russian correspondents as being directed against Russia." The same advices allege that China has contracted a treaty with the Turkomans, and that fortifications are being constructed on the Russian frontier. The meaning of this—if it have any meaning at all—is, either that Russia is on the watch for an excuse for a further "rectification" of her Mongolian frontier, and that accordingly some harmless movements of troops, or necessary repairs to fortifications are interpreted by these "correspondents" into a *casus belli*; or else, that Russia has already shown a design to make further encroachments on Chinese territory, and that some military precautions have been taken to check the movement.

A DEPUTATION of merchants connected with the Straits Settlements is, we believe, in formation for the purpose of representing to the SECRETARY of STATE for the COLONIES the injurious nature of several Acts lately passed by the GOVERNOR and Legislative Council at Singapore.

WE beg to call the attention of our readers to the programme of the Telegraph and Courier Service, *via* Kiachta, for 1868. The line will be opened in London on Tuesday, the 18th February.

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TREATY REVISION AND THE APPOINTMENT OF MR. BURLINGHAME.

WE now resume our consideration of the proposed alterations in the treaty, a subject invested with fresh interest by an important item of news that comes to us from St. Petersburg. It is announced that the United States' Minister at the Russian Court has received official advices from Peking, to the effect that the Chinese Government has decided to send a special embassy to Europe, in connection with the impending revision of the treaties. The mission, however, is not to be entrusted to native hands; Mr. ANSON BURLINGHAME, the United States' Minister in China, has been appointed special Envoy for the purpose, and will leave for Europe without delay, accompanied, no doubt, by a Chinese *suite*. It is added that the arrangement is approved of by all the other foreign Ministers at Peking, among whom Mr. BURLINGHAME is very popular. The despatch of a duly accredited Chinese diplomatist to Europe—could one of sufficient enlightenment, combined with suitable standing, be found—would indeed be a matter for congratulation, inasmuch as the observations and experience of a really intelligent native envoy could hardly fail to produce a beneficial effect at Peking on his return, however trifling might be the immediate results of his mission; but how any good can possibly accrue from the visit at the present juncture of a foreign Ambassador, is exceedingly difficult to see. Not that we can take exception to the selection of Mr. BURLINGHAME, either from a personal or a political point of view. It is, we believe, perfectly true that he has made himself deservedly popular, not only with his official colleagues, but with all who have come in contact with him. It is obvious, too, that neither the British nor the French representative at Peking could return to his own Court as the representative of China; besides, it is not long since England and France were at open war with China, while the United States remained neutral; and if therefore the services of a foreign diplomatist in Europe are required at all, an American citizen is best of all qualified to render them. But, *cui bono?* The treaty was made at Tientsin, why should it not be revised there? The United States, we may fairly presume, require amendments to their treaty, precisely similar to those we require to ours; and not a few of the demands made by either nation are likely to be contested by the Chinese Government. How then can Mr. BURLINGHAME properly represent both sides of the question, so as to do justice alike to his own countrymen and his temporary clients, the Chinese? Again, supposing him to be able to reconcile (to his own satisfaction) these conflicting interests, on what basis can he open negotiations with any European Government—say, for example, our own? It would seem very unlikely that Lord STANLEY, in the absence of all data, and without the opportunity of consulting Sir RUTHERFORD ALCOCK, would consent to open any discussion here with reference to the necessary revision. Our Minister at Peking has, or ought to have, proper authority to negotiate for a revised treaty *there*, where the joint experience of the several foreign Ministers, the recommendations of the Consuls, the demands of the merchants, and the knowledge of the Customs' officials, can all be brought, as it were, into a focus, under the influence of which something like a satisfactory arrangement might be accomplished.

Some of the requirements embodied in the several memorials will very likely be met at once with a flat refusal. Such, for instance, as the demand for permission to work mines in the interior; for when so much repugnance is shown to the mere travel or residence of foreigners anywhere beyond the limits of the ports, how much more aversion will probably be displayed to what would appear like a taking possession, not of the surface only, but the very bowels of the land? Then, as regards railways and telegraphs. A request for the admission of these on a small scale, as an experiment, might have received consideration; but the Hong Kong memorialists boldly demand permission "to construct railways in all parts "of the empire and obtain an Act giving any company formed "to carry out such undertaking all needful privileges," and "to carry telegraphs through any part of the country." It is not easy to conceive the Chinese Government passing an "Act" giving to "any company" the privilege, say, of making compulsory purchases of land along a track some hundreds of miles in length, and ejecting peasant landowners by the thousand. Such sweeping demands as these, are certain to be rejected; but a concession might be asked for a single short line, which if it once proved a success would be the sure forerunner of a gradual extension of the system. We must not make too big a beginning, or we shall frighten the Chinese into a determined and lasting opposition. Even as it is, they may perhaps fail to appreciate the perfection with which we manage our railways at home, and may class the reckless destruction of property—gigantic works begun and abandoned—defrauded creditors, and ruined shareholders—among those "blessings of civilisation" that they can for the present dispense with. But if these are points on which we must prepare for some disappointment, there are other suggestions of such undoubted propriety that their fulfilment should be sternly insisted on—among which we may instance the necessity of putting Protestant missionaries on an equal footing with Romanists, and the entire remodelling of the Articles relating to cases of Customs' seizure. These, if literally interpreted, at present admit of the absolute confiscation of vessels and cargoes when such measures are wholly unmerited, and they cannot be perto remain in the revised treaty.

Much more might be written on this and kindred subjects, but there must be a limit to our remarks. Before closing, however, we would once again revert to what we have already alluded to as a noteworthy feature in these memorials, namely, that they all agree in taking a hopeful view of the future of the China trade, *provided* the suggestions they contain are carried out. We would remind the memorialists that their trade needs reforms—and reforms of a vigorous nature too—*from within*, as well as from without. New concessions, wider fields of enterprise, additional facilities, lighter imposts—these alone will not set the China trade on its legs again. It was a flourishing trade in the olden time, when hampered by tenfold the restrictions that are now so loudly complained of; for then the operations of the merchants were conducted on sound principles. Commercial integrity and commercial prosperity then went hand in hand. If China speculators—merchants no longer, in the legitimate sense of the term—persist in their late insane career, no amount of "treaty revision" can save the once-honoured China trade from complete ruin and disgrace. In order to avert this it must be clearly understood, once for all, that such practices as "salting" invoices, and "hypothecating" constituents' goods, are incompatible with honest trading. The first is near akin to fraud; the second, to put it in plain English, is an act of illegal pawning, and, as such, is not very widely removed from felony. These, and other malpractices that of late have crept into the trade, must be rooted out. How is this to be accomplished? The voice of public opinion, and the power of the press, has done much towards it; but something more is required—some *internal* influence and control. In an admirably written article in the January number of *St. Paul's*, entitled "Business at the Present Day," an excellent suggestion, bearing on this point, is put forth. The writer shows how, in former times, the ancient guilds and companies not only promoted the interests of merchants, but regulated their actions. No one could then enjoy repute as a merchant without being a member of a guild, and such membership was in itself a guarantee of experience, probity, and responsibility. Things are changed now, and these guilds have long ceased to exercise any control over our commerce; but *why cannot the Chambers of Commerce take their place*?—or, at least, to a certain extent, perform similar functions? As it is, SMITH, BROWN, or JONES, being ambitious to became a "tai-pan," adds "and Co." to his name—announces in the local prints that he "has this day established himself"—gets a little business together, persuades native merchants that he is worthy of credit, and soon develops into a full-blown mercantile firm—speculating largely, without either prudence to guide or capital to back him. Such traffic is of course utterly hollow, and must inevitably collapse at the first breath of an adverse wind. It ought not to be possible, and would not be, if Chambers of Commerce properly fulfilled their mission. Let the Chambers frame stringent rules for the conduct of business; let every deviation from these, when satisfactorily proved, be a signal for the expulsion of the offender, whose dishonour otherwise taints the whole body; let it be a *sine qua non* that every person who aspires to be recognised as a merchant or mercantile agent be a member of the Chamber, and we shall soon see an improvement in the *morale* of the China trade. Firms failing to comply with this requisition should be tabooed—Chinese should be warned not to give them credit; European houses not to employ them as agents; banks not to recognise their existence. Chambers of Commerce, under this

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plan, instead of being mere associations for the protection of commercial interests generally, would become mercantile tribunals of almost unlimited power. We repeat, that the need of some internal reform, such as we have here indicated, is urgent; and we recommend it to the consideration of our readers as being worthy of at least as much attention as they have recently devoted to the subject of treaty revision.

THE CIVIL SERVICE IN CHINA AND JAPAN.

THE letter in our lsst issue from "H.K.G.," on the culpable neglect manifested by the Civil Service Commissioners with regard to one of the most important branches of the service, is well worthy of notice. The advantage of encouraging the acquirement of the languages of China and Japan by candidates for official appointments in those countries cannot well be over estimated, and although the attainment of a good practical knowledge of either language is confessedly a work of several years, there is no earthly reason why a commencement should not in all cases be made before leaving this country. That the commissioners should systematically discountenance such a course seems almost incredible; yet "H.K.G." assures us not only that a knowledge of Chinese on the part of the candidates is not recognised, even as a supplementary subject of examination, but that even when it exists it is totally ignored. This is a display of official imbecility that would be absurd, were it not likely to be fraught with such serious consequences. It is daily becoming more necessary that all members of the diplomatic and consular services in China should possess a knowledge of the native tongue. Such knowledge is far more readily acquired if the study be commenced and a groundwork formed, while the learner is going through a regular course of education at home. It is far easier for a young man to begin a difficult study like Chinese under an experienced European tutor, than for him to commence it under a native who knows not a syllable of any foreign language, nor is able to tell a noun substantive from a verb. And under this system the Government employé is expected to take kindly to a most barbarous idiom in a highly oppressive climate, where he has other duties to perform for several hours daily. No difficulty can arise in making a commencement before leaving England, for a Professor of Chinese has long been attached to King's College, and the chair is ably filled at the present time. In what more legitimate and useful way can he be employed than in preparing our future representatives in China for the career they are entering upon? The truth is, that these Civil Service Commissioners may do very well to examine into the fitness of candidates for the Customs or Post-office, but they should not be allowed to interfere with Eastern appointments at all. The examinations for these should be under totally different management—a much higher class of attainments, including at least a rudimentary knowledge of Chinese being required. As regards Japanese, nothing can of course be said at present; but with so many intelligent Japanese in England, we do not despair of seeing at no very distant date the requisite facilities for teaching that language also. The entire question deserves the careful consideration of the Foreign-office.

IRRIGATION IN CEYLON.

THE much vexed question of irrigation in Ceylon appears to be approaching a satisfactory settlement. The scheme propounded by Sir HERCULES ROBINSON as the mouthpiece of the Executive will, if effectually and systematically carried out, go far to remove those drawbacks which have hitherto militated against successful grain cultivation in the island, and add to an almost inalculable extent to the advancement of commercial interests. A broad principle has been laid down to commence with, that all works necessary for establishing a complete and effective system of irrigation are to be constructed at the expense of the Government, which is to be reimbursed by easy instalments extending over a period of ten years; thus modifying the proposition of the sub-committee appointed to report upon the subject, which was to the effect that the expenses of works costing less than £100 were to be defrayed by the Government, while the cost of works amounting to more than that sum was to be borne by the districts enjoying the benefits conferred by their construction. Upon this point our opinion coincides decidedly with that of the Government in opposition to the sub-committee, it being obvious that the latter plan, in addition to being cumbersome, and to a certain extent illiberal, would be productive of endless disputes between those districts where the works would be constructed by the Government and those having themselves to bear the burden of their establishment and maintenance. Again, it is evident that, were the suggestion of the sub-committee adopted, the Executive would be frequently called upon to authorise the construction of works in places where they were really not required, and thus the Colonial Exchequer would have a burden imposed upon it with no benefit to the community accruing in return. On the contrary, Sir HERCULES ROBINSON'S plan secures a just distribution of payments falling equally upon the districts improved by the operation of the scheme. We fear, however, that the estimate of £20,000 fixed as the probable annual cost resembles the original estimate for the railway in respect of being somewhat under the mark. This is a matter demanding careful consideration as the elaborate series of calculations made by His EXCELLENCY, which show that after the tenth year the scheme should be self-supporting, will, if the amount expended should prove in advance of the estimate, fall to the ground. We perceive that the arrangements for carrying out the plan are to be placed under the control of the Board of Works, a mode of action evincing praiseworthy economy, and which, we have no doubt, will meet with universal approval as rendering unnecessary the organisation of a special administrative body entailing a large expenditure of the public funds. Reserving the one question we have referred to, namely, that of cost, we have nothing but praise to bestow upon this liberal and comprehensive scheme, which more than counterbalances the many shortcomings that have been justly laid to the charge of the Government. It is unnecessary to add one word to what has been urged again and again in these columns, with reference to the advantages which the completion of an irrigation system will confer upon the colony by the re-establishment of grain cultivation. This effected, the one great drawback to commercial advancement will have been removed, an impetus given to extended enterprise, and a road to certain ultimate prosperity fairly thrown open to the community.

THE NORTH CHINA INSURANCE COMPANY.

MESSRS. ASHTON and Co., the London agents of the North China Insurance Society, have issued a circular in reference to the proposed change of the agency for the next term, 1869-71. We have already stated that this step is a very unadvisable one on the part of the directors and shareholders, and the circular will afford the shareholders important information, which will probably induce them to reconsider the resolution arrived at at the meeting on the 18th November. The following is an extract from the circular:—

"We commenced this agency in 1863, and, up to the present time the premiums have increased nine-fold, and our own contributions have amounted to considerably over a quarter of the total amount for the whole period.

"Remuneration by a percentage must necessarily stimulate exertion to the utmost, and prosperity as the result, is a bad reason for a change in management. It is said that a salaried secretary, with the necessary staff, would save money, and the approximated estimate is mentioned as £3,000 to £3,500; but there are incidents belonging to a 'London Office,' which if taken into account would increase the estimate some fifty per cent.

"The other reason alleged for the change is that merchants do not like to expose their business by effecting insurance through another merchant. This appears to us a very weak objection, but whatever force there may be in it must apply to every assurance office, we believe, in the world, since all have merchant directors, who overlook, more or less, current business.

"We have put this estimate before many persons well competent to judge, and all agree in the total amount very nearly, though differing as to particular items."

Secretary, Treasurer, and Underwriter, combined in one person, salary per annum	£3,000
Three Directors, to form a Consulting Board, being Shareholders, as proposed	600
Three Clerks	300
Offices, Rent, Coals, Gas, &c.	500
Stationery, Books, &c., &c., &c.	200
Total ...	£4,600

We understand that Mr. J. THORNE has addressed a letter to Messrs. ASHTON and Co. in reply to their circular, in which he endeavours to uphold the resolution and views of the shareholders expressed at the meeting in Shanghai.

THE appointment of Colonial Secretary at Hong Kong, vacant by the resignation of Mr. W. T. MERCER, has, we believe, been conferred on Mr. AUSTIN, formerly Goverment agent in China for emigration to the West Indies. We may also state that although the "Coolie convention" has not yet been repealed, it is expected to be modified at the request of Lord STANLEY,

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and that one or two vessels may be despatched this season to the West Indies.

WE hear that active measures are being taken towards bringing certain irregularities, alleged to have taken place on the trial of the *Erin* barratry case at Singapore last January, before the competent authorities, in order to induce a re-hearing of the case, or, failing that, a reconsideration of the sentence.

THE SUEZ CANAL.

WE have from time to time recorded the progress made towards the completion of the Suez Canal, and lately took occasion to point out that however problematical the success of the scheme might be in a financial point of view, there could be no doubt of the vast and substantial nature of the work done, or of the extraordinary energy and skill by which it had been accomplished. Our attention is now called to yet another view of the undertaking, namely, the desolating effect it is beginning to produce upon Egypt, owing to the absorption of so vast an amount of capital. If the statements contained in a letter recently written by a correspondent of the *Pall Mall Gazette*, be not exaggerated, M. LESSEPS and his company will have to answer not only for the social and financial ruin of the country, but in all probability for a political convulsion of a very serious nature also. The following is an extract from the letter, which is dated Alexandria, January 2 :—

"I have had an interview with a very intelligent man who has been engaged on the Suez Canal works for some time past. He tells me that the undertaking is evidently pressed for means, and that the dredging is found to yield unsatisfactory results. Large stones are turning up under the mud; these break the drags, which have then to be sent away for repairs. I think he said that out of thirty-eight drags between Port Said and Ishmailieh only eight are actually at work. The water has been let into the channel too early—the excavation would have been carried on better without it; and on the lakes, in parts, as the soil is dredged out the pressure from the eastern side raises the bottom again. My informant stated that in his opinion it would take twenty years to finish the canal. . . . . There is a limit to all things, and the Canal Company having got £8,000,000 sterling out of Egypt, has had enough, and should not be allowed still further to cripple the resources of the Government, the diminution of which is already working the most serious evils in this country. What is taking place in the villages to get money in advance out of the fellahs is atrocious. No man's denial of want of means is heeded; his boxes, if he has any, are searched, and even the floor of his dwelling dug up. Flogging is then tried, and it is only after his failing to produce money under that infliction that he is given up as hopeless. The villagers are also being made to give bonds for recouping the Viceroy those he gave to the bankers, and others on the collapse of the cotton affairs, in repayment to them of the sums they alleged to be due to them from the villagers for money lent. The original debtor, if he has no sufficient substance, is disregarded and his liability transferred to his village, among the inhabitants of which the amount is arbitrarily distributed, the men being flogged if they refuse to seal a bond for their assigned shares, and kept under the Aoorbaj until they consent. With all this, Ismail Pasha is not a man of courage, and is said to be constantly manifesting signs of apprehensiveness of what might be the result of the discontent he is conscious he is creating. He has fixed himself at a new palace at Gizeh, so as to have the river between him and the population of Cairo, and no one with a gun is allowed to cross the river in that direction. A fortnight ago, also, the Viceroy on his road to the Abbasieh, just as he quitted the town, heard the near report of a gun. Cawasses were instantly sent to search for and bring the person who had fired it, nor would his Highness believe that he had only been shooting a dove until the dead bird was also brought.

"M. Mirzan, a broker of this town, on the 23rd of December last, issued a printed statement of the debts of the Government, which, he adds, having previously submitted to the Minister of Finance for correction without having been honoured with a reply, he now submits to the public. The total of the debts, loans and floating, he makes to be 667,850,000 francs—£26,714,000; but I have it on credible authority that the department of the Viceroy's Government immediately concerned with his finances estimated his total liabilities at £36,000,000. The month of Kiack (Coptic), 10th of December to 10th of January, is just passing, and no signs of a dividend from the Azizieh Company, which, by the statutes, should be paid in this month.

"I have learned, through a channel which to my mind precludes doubt, such further circumstances of the means which are being resorted to under the Viceroy's authority for compelling the unhappy villagers to minister to his demands, that I add another note for the sake of exposing such conduct. As a last resource, and when every means has failed with the men, the wives and other females of the family have been brought forward and told to produce their ornaments. No excuse is received. They may allege that they have already sold them to satisfy former Government demands, but they are not believed. They are told that they must have concealed them, and are held down by cawasses and flogged with a heavy koorbaj over the breech until the wretch who is vicariously ordering and superintending the infliction of the torture thinks their endurance has been sufficiently tested. They are then cut loose and left to be carried away by their friends. Will such things be credited in England? Let Lord Stanley call for a report of what is going on in the villages; not from the Consul-General only, but from every consul, vice-consul, and consular agent in the country, with instructions to refer especially to the treatment to which the villagers are subjected, in the collection of the Government dues, in their persons, property, and labour, and his lordship will then learn what Egypt is suffering to-day."

HONG KONG GRIEVANCES.

(To the Editor of the *London and China Telegraph.*)

SIR,—In your issue of the 11th inst. appears the ominous heading "Hong Kong Grievances," and, while fully endorsing your general remakr thereon, permit me to supplement a few others: First, I would suggest to the Young England of the colony, especially that portion representing absentees, to be more courteous and less abrupt in their representations to the Colonial Government; and now that the double calamity has befallen Hong Kong—a great fire and a tempest, the latter destroying the esplanade, or Praya,—this is the fitting time for a general rate to be levied on the colony (rather than an abatement of present taxation), with temporary special exemption to sufferers by fire. Do not infer from the foregoing remarks that I approve the imposition and annoyance of an intricate Stamp Act in a free port, frequented and mostly inhabited by emigrants unlettered Chinese middlemen, and traders; into whose written tongue it would be almost impossible to translate this Stamp Act, of upwards of thirty sections, with an equally long schedule. But, if the Act is to remain in force, section 3 of its schedule should be amended, and the amount, or nearly so, of the English stamp duties on bills of exchange substituted for the present inconsistent charge. Query, if section 13 of the schedule would not add grist to the mill by the addition of "succession duties."

Watching, lighting, and water-rates, assessed on unoccupied houses in Hong Kong, are every quarter levied and recovered, together with the costs of the levy, from the unfortunate owners of unoccupied property; contrary to the recognised law here, as "property which is not beneficially occupied, and of which there is no ascertainable occupier is not assessable to the poor-rate the same is exempt from the general district rate." I am informed the above injustice is continued by virtue of Colonial Ordinance of the year 1865, which has received the Royal assent? And to this injustice is added the insult to the Colonist of toiling up the hill to the Government offices to pay the tax—demand and collection of rates being ignored.

It is most unfortunate for the colony that fire and tempest should have conspired together, and within two months of each other destroyed the best part of her native traders' quarters and a portion of her Praya. I remember that twelve years ago a similar fire occurred in Hong Kong in the same locality, and the *debris* being thrown into the harbour adjacent became the nucleus of the present (partially destroyed) Praya—a public work projected by Sir Henry Pottinger; urged upon the Admiralty by Commodore Sir E. Belcher, R. N.; approved by Lord Stanley, Sir J. F Davis, and the then leading mercantile firms; sneered at by Mr. Montgomery Martin, 1843 and '4; advanced by Sir Geo. Bonham, encouraged by Mr. T. C. Anstey, and unblushingly designated "the Bowring Praya;" and finally sanctioned by Government in 1855 and '6, in spite of the objections of the then leading mercantile firms and marine lot-holders. The Praya, notwithstanding its honourable sponsors, is now offered by Sir R. G. MacDonnell, C.B., to the few marine lot-holders to mend, and medicate, and further entangle with equities against the rights of the public, instead of boldly proclaiming the *four miles of strand road* public property, setting about its efficient repair, and providing more adequate surveyors for its conservation when finished. The pecuniary difficulty must be overcome by a general rate; and I do not hink a slight impost on shipping in the shape of tonnage dues damagingt to the colony, especially as the Junk Ordinance is in operation. It was the year of initiation of this Praya—1856—that Hong Kong was first able to decline the Parliamentary grant; after which the Secretary of State for the Colonies sanctioned Governor Bowring's recourse to the marine lot-holders "for the means whereby the 'Praya' might be executed at the least possible cost to the public."—(Lord Stanley's despatch of Jan. 3, 1844.) Do not shrug your shoulders, Mr. Editor, and think I am about to ask the British taxpayer to help to pay for the beautification of the city of Victoria, Hong Kong. No, but I crave their attention in its hour of need to the following extract from Letter No. 82, dated Downing-street, July 29th, 1856, to Governor Sir J. Bowring, Hong Kong, from the Right Honourable Henry Labouchere, M.P., paragraph 13:—"The island is held by the British Crown, not at all because of any natural advantages which it possesses, but simply as subsidiary to the intercourse between the British and the Chinese Empires. In this point of view it is of great importance. Great commercial interests and the future progress of civilisation throughout the East, are, to a great extent, involved in the maintenance of British rule and of orderly Government in Hong Kong." Our Gibraltar, contiguous to China, must have its (Praya) sea-wall, batteries, and dockyard. My letter is already over-long, and I conclude by earnestly requesting the representatives in England of the wealth and interest of Hong Kong as well absentee landowners, as heads of mercantile establishments, at once to meet together to discuss Hong Kong Grievances, and, if necessary, form a "Hong Kong Association in England," to cooperate with the association recently established in Hong Kong. The Liberal Member for Brighton, James White, Esq., is interested, and, no doubt, would preside on the occasion; let the good work begin at once in readiness to back up the incoming petition from Hong Kong or otherwise to vary its prayer. One hint as to the fire before quitting my subjec The danger of conflagration in the Chinese portion of Hong Kong is inhanced by their fragile tenements and their indiscriminate storage of enflammable goods. The surveyor to insurance offices must teach Chinese the "classification of goods," and the Government must insist on saltpetre oil, camphor, brimstone, and such like, being stored in a less central part of the city; and, in reconstructing the present site of the fire, its narrow streets and alleys should be remodelled.—Yours, &c., D.G.

London, Jan. 19, 1868.

(To the Editor of the *London and China Telegraph.*)

SIR,—In your issue of January 11th you recapitulate *in extenso* the chapter of Hong Kong grievances, but you put the matter in such a manner before your readers, and connect it in such a way with the name of Sir Richard Graves MacDonnell, that it might almost be inferred from its perusal that all the evils under which that unfortunate colony is now labouring are, in some way or other, connected with that gentleman's administration of affairs. I submit, Sir, that such an inference would be as totally false as it would be unjust. Surely when we find a succession

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of financial corporations and "merchant princes" passing through the Court of Bankruptcy, such as we have witnessed in Hong Kong within the last few years, we need not look far for the cause of the great depression of trade, of the depreciation in the value of property, and of the migration of the Chinese population. Instead, therefore, of blaming the present Governor of the colony for misfortunes the origin of which date back to a period before his accession to power, it would, I apprehend, be more consonant with justice to sympathise with him that his lot should have fallen in such hard times.

You put forward the police and lighting rate as being in its amount "enormous." As I have had to pay it, I can readily concede that point; but the enormity existed long before Sir Richard came into office; and he must have appreciated its magnitude, for when he wanted to raise more revenue instead of increasing that rate he introduced a stamp-tax. The influential opponents of that measure, however, demanded that the police and lighting rate be increased, and that the stamp-tax be withdrawn. Mr. Gibb, in the Legislative Council, actually asked that the police and lighting rate might be increased, if more revenue must of necessity be had. The Governor, however, persisted with his stamp-tax; which shows that if the police and lighting rate is not at this moment even higher than the "enormous" percentage at which it now stands, it is because Sir Richard himself refused to increase it.

As to the rate being levied on the landlord, all I can say is that it was not so in my time, for I have paid (as tenant) the tax repeatedly. But at the period that Governor MacDonnell came into office it came to pass that, whilst there was not even a mite in the Treasury, there were outstanding (uncollected and uncollectable) arrears of rates amounting altogether to that quantity which mathematicians frequently express by the letter x, but which was, by shrewd guessers, variously stated at from $12,000 to $30,000. These arrears had accumulated during the interregnum of smiles which immediately preceded Sir Richard's reign. If, therefore, the rate is now levied upon the landlord instead of upon the tenant, it is, no doubt, because it has been found very difficult, or wholly impracticable, to collect it from the tenants—a class of people that, amongst the Chinese, are, be it understood, of a very mythical character.

I do not know, Mr. Editor, whether people in England "really cannot believe that such a monstrous injustice should be perpetrated in an English colony," but I know that some of my neighbours and myself, who live on the property of a noble duke near the Strand, would very much like to see the houses which the said duke keeps untenanted for years together in our vicinity rated along with the rest, as we feel that their exemption makes the rate heavier for those who do pay.

That rents do not keep up in a town where half the merchants have failed, or are expected shortly to do so, cannot be wondered at; but it diminishes largely the extent of this misfortune to know that in this same Queen's-road of which you speak rents had been screwed up to quite a staggering elevation, and that their sudden toppling down was an event long looked for, and therefore not very surprising in itself.

As for the Praya, it is merely the old story over again of the present colonists (governing and governed) having to suffer for the sins of their (colonial) forefathers. Several fortunes were made by the building of the eyesore that is now misnamed a sea-wall—it was patent, from the first, to the merest tyro that the whole thing would come down in some typhoon—but yet as corruption was the order of *that* day, the officials and contractors who pocketed the dollars were quite content to hazard their professional reputation, as, at all events, it (the wall) would last until they were over the hills and far away. The water-front people, actuated by the same imperception of five years hence that seems to dictate all measures in Hong Kong, were too glad to obtain the present use of the valuable quay to be at the time very particular as to the conditions upon which they obtained it; and so a thing was constructed, at an enormous cost, that resembles a garden wall, instead of being as a sea-rampart to guard the city from the encroachments of the winds and waves. Ever since it was finished, you might, after a shower of rain, sink up to the knee in the soft loose earth with which this "sea-wall" was backed up; how, then, can it be wondered at that portions of the wall have been washed away? Well, now the gap is made, it is clear that the Governor must see it repaired; and upon referring to his Attorney-General, he learns that the lot-holders are the responsible parties. Is he not, therefore, acting as any other business man would act in asking them to rebuild it? What oppression is there in this?

I concede the truth, Mr. Editor, of your allegation that "no Governor has, in the same space of time, arrived at the perfection to which Sir Richard MacDonnell has in interfering with the comfort of the residents." If the old Scottish saying, that "the clartier the cosier" may be applied to morals, there can be no doubt that it well represents the prevailing tone of Hong Kong society, and, such being the case, Sir Richard and his supporters will not care to extenuate his crime. Neither had the present Governor any hand in wasting the public resources upon the Mint and the Gaol on Stonecutter's Island; he found both of these abortions ready made to his hand. From one of these burthens (the Gaol) he extricated himself with creditable alacrity, and displayed an equally creditable desire to get rid of the other, but has not yet, unfortunately, succeeded. Could none of the patriots of Hong Kong point out the way to deal—satisfactorily to all parties—with this last-named incubus?

That the "respectable Chinese" (whatever that may mean) will leave Hong Kong for Canton and Macao is quite natural, when trade forsakes Hong Kong, and probably their going and coming will be regulated by the degree of prosperity of trade in the last-named place; but, as I have already observed, the present low ebb of prosperity has been caused by occurrences over which Sir Richard had no control, and for which he cannot by any means be made accountable. As for the "respectable Chinese" that evacuated the colony, on its becoming known that the tails of confirmed thieves and vagabonds most frequently came off a few hours after entering Victoria Gaol, the decrease thus caused to the population was a positive gain to the community.

You say, Mr. Editor, that "the colonists must devote their examination to the expenditure—the revenue will be found ample for all legitimate purposes." Now I think I am in a position to aver that Sir Richard has always given the public every facility for the examination of public matters, and no one can deny that he is always open to any suggestion, either from "gentle or simple." It is very likely a rare privilege for the lowest citizen to be able to confer at any time with the highest authority of the land, but it is one that every resident of Hong Kong is able to enjoy. Publicity through the public press has been specially provided for.

I believe, Sir, it is a fact, as stated by you, that property in Macao has "gone up" considerably, and I believe the reason of it is that the formerly tenantless houses are being now used as coolie or slave barracoons.

In conclusion, I will say that in thus endeavouring to point out the rights of the case, I do so simply as a lover of fair play, and not as a partizan of the Governor, who is, moreover, quite able to advocate his own cause.—Your obedient servant, MERCURIO.

London, Jan. 14, 1868.

THE PRESS AT SINGAPORE.

(To the Editor of the *London and China Telegraph.*)

SIR,—The perusal of the letter in your issue of the 11th inst., signed "R." (relative to the freedom of the press in Singapore) induces me to trouble you with a few lines on the subject.

The object of "R.'s" communication is evidently to show that Colonel Ord is not adverse to the publication of the debates or conversations which take place in the Legislative Council of the Straits Settlements, and, from the tone of the letter, it may be inferred that the writer is well able to speak with authority upon the matter. I must nevertheless join issue upon that point, and would call the attention of "R." to the minutes of the first Council meeting as published in the Singapore papers (from copies furnished by the Clerk of the Council), in which a resolution appears, and, if I remember rightly, the very first in point of order, to the effect that no notes or shorthand reports of the proceedings should be taken, but that the Clerk of the Council be directed to furnish the local papers with a copy of the proceedings. This, I submit, is conclusive, for "R." will hardly argue that this resolution was passed without the Governor's knowledge or consent.

I may add, for the sake of further elucidating this interesting question, that I was the only shorthand writer in Singapore at the time of the institution of the Legislative Council, and that therefore the introduction of the words "shorthand reports" in the resolution might be fairly assumed to aim at my exclusion. There could not have been any personal bias in thus depriving me of the privilege of supplying the public with an impartial report of the sayings and doings of their law-makers, as I was a stranger in the colony, and personally unknown to either the Governor or the members of Council; so that the exclusion must have taken place on principle. Being in Singapore at the period of the transfer, it occurred to me that if a full and faithful record were kept of the proceedings of the Council from the commencement of their legislative career it would prove of great benefit to future generations of councillors, as well as of great interest to the public at large; and, acting upon this idea, I resolved to apply to the Governor for the appointment of shorthand reporter to the Council. In order, however, to avoid making any useless applications, I resolved to sound the disposition of the non-official members as to the desirability of having full reports, and to that end waited on Mr. Read, who told me that he would be very happy to see such reports published, and that he had often regretted the absence of a reporter at the sittings of the Municipal Council. I then called upon Mr. Scott, who, however, did not seem to view the proposal with pleasure—in fact, he said that he thought that, as the proceedings were chiefly "conversational," the taking notes of them would be a "breach of privilege." In reply to my question whether he would support my application, he replied that he would not promise as he should wish first to ascertain the Governor's views. The inference that I drew from this conversation was, that Mr. Scott would oppose the publication of reports, and as I felt that my case would be weak if unsupported by even one non-official member, I refrained from taking any further steps in the matter. At the very next meeting of the Council the resolution already referred to was passed *unanimously*, so that, by letting the matter drop in time, I evidently saved myself unnecessary trouble. It did, however, appear to me to be passing strange that there was not one "No" recorded upon the question being put, considering how favourably Mr. Read had spoken in regard to the desirability of publicity. As I said before, I being the only shorthand writer in the place, considered (especially after having canvassed two members of Council) that whilst strangers in general were, by the terms of the resolution, excluded, I was excluded especially, and therefore I never ventured within the precincts of the Council chamber; so that I cannot dispute the fact (as stated by "R") of "members of the press having been accommodated with seats," &c. I can only say that in the meeting place of all legislative bodies with which I am acquainted "seats," &c. are provided (to a limited extent) for all who choose to go.

In conclusion allow me, Mr. Editor, to apologise for trespassing upon your space to such a degree, in order to bear you out in what is notorious in Singapore itself, viz., that a resolution was passed prohibiting the taking of notes in the Legislative Council; but, as there are many of your English readers who may find it difficult to believe such a thing possible in any English colony, it is perhaps, quite as well to place the matter in an unmistakable light.

Whilst I regret (individually) that "R." did not explain how the Governor's willingness to afford the shorthand writer "every facility in his power" was to manifest itself, in the face of the resolution debarring all notes or shorthand reports from being taken, it is satisfactory to perceive that your correspondent seems to fully appreciate the false position in which Colonel Ord and his Council placed themselves by the adoption of so unusual, and perhaps illegal a measure. It is to be hoped that for the honour of English civilisation, whether the local editors be apathetic or not "fitted" or otherwise, this policy of secret legislation will be forthwith abandoned, and the sooner the better for the credit of all concerned.—I am, your obedient servant, W. F. F.

London, 14th Jan., 1868.

THE King of Italy has conferred upon Sir John Bowring the honour of a Knight Commandership in the Noble Order of St. Maurice, on the occasion of the ratification of the Italo-Hawaiian Treaty.

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Monetary and Commercial.

The tea cargo by the *Wild Deer* from Shanghai, is, according to the brokers' reports, out of condition, and sales have been made "with all faults" at a reduction of 2d. to 3d. The deterioration, it is stated, has been caused by the fumes of wine which had been stowed in the hold and leaked during the voyage. This opinion, however, wants general confirmation, as some parcels are in good order, and others appear sea damaged. We hear that some of the consignees have laid the case before their legal advisers, with a view of ascertaining the liability of the owners of the *Wild Deer*. Off the Western Islands the vessel met with a gale; one hatch was stove in, and she shipped some heavy seas which obliged her to throw a portion of her cargo overboard.

The last mail brought us a very curious revelation as to the working of the Hong Kong Stamp Act. Mr. Crawford was fined $25 for *accepting* a Bill before the proper stamp was affixed. The Commissioner of Stamps, the magistrate who inflicted the fine, and the Attorney-General have certainly distinguished themselves in a most unenviable manner. In England it is not incumbent on the acceptor of a foreign bill of exchange to see that the stamp is affixed on *accepting*, but only on *payment* of the same. Foreign bills are daily accepted before the stamp is affixed, and there is surely no reason why the Hong Kong Act should involve an annoyance that is not experienced elsewhere.

The application of the liquidator of the Commercial Bank to pay a further dividend of 2s. in the pound, will come before the court this week, and, if unopposed, it will be at once issued as the funds are in hand.

Mr. Robert Watmore and Mr. Samuel Brown, who have been appointed respectively manager and assistant manager to the Union Insurance Society, proceed to Hong Kong by the first mail in February. The management of the Union is to be conducted on a basis similar to the North China, the London agents being, as heretofore, Messrs. Dent, Palmer, and Co.

The plan which we noticed lately for forming a new company to purchase the plant and rights of the Labuan Coal Company has not been sufficiently supported, and is abandoned. The time for the sale has not yet been announced by the Court of Chancery.

At the meeting of the Union Bank of London, the report showed an available total of £101,190, and a dividend was declared at the rate of 15 per cent. per annum, leaving £11,190 to be carried forward. The deposits held are £12,071,097, and the liabilities on acceptances (covered by securities amounting to £7,605,784) are £5,298,743, making a total of £17,369.840, against £19,267,467 at the corresponding period of last year, and £17,957,123 on the 30th of June last. The paid-up capital is £1,200,000, and the reserve fund, invested in Consols, £300,000. A strong discussion ensued on some of the recent arrangements of the board, but the report was ulti mately adopted.

At the late meeting of the London Joint-Stock Bank, the report showed an available total of £63,102, and a dividend at the rate of 12½ per cent. per annum was declared, to provide for which, however, a withdrawal of £4,397 from the guarantee ound was necessary. The report will be found *in extenso* in another column.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 20th inst., was—in gold, to Alexandria, £36,000; to Madras, £145; in silver, to Hong Kong, £470. Total in gold, £36,145; in silver, £470.

EXPORTS OF COTTON TO THE FAR EAST.

Mr. Sam Mendel's table for the month of January contains the following details of the Cotton Goods exported from London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 16th January, compared with the corresponding period of the two previous years.

The annual tables have also been issued, giving details of the shipments of Plain Cottons and Cotton Yarn from the above-named ports to the Far East for the past ten years. We purpose placing before our readers the results for the years 1863, 1864, 1865, 1866, and 1867.

MONTHLY TABLES.

To HONG KONG.—Exports for the month ended 16th January, 1868: Plain Cottons, 6,469,662; Coloured Cottons, 198,805; Printed Cottons, 89,469 yards; Cotton Yarn, 366,350 lbs.; total value of Cotton Goods, £130,259. Increase in value for 1868, against 1867, £44,673. For the month ended 16th January, 1867: Plain Cottons, 3,415,395; Coloured Cottons, 135,020; Printed Cottons, 121,510 yards; Cotton Yarn, 146,030 lbs.; total value of Cotton Goods, £85,586. For the month ended 16th January, 1866: Plain Cottons, 2,779,696; Coloured Cottons, 146,401; Printed Cottons, 44,700 yards; Cotton Yarn, 93,200 lbs.; total value of Cotton Goods, £71,341.

To SHANGHAI.—Exports for the month ended 16th January, 1868: Plain Cottons, 13,425,878; Coloured Cottons, 453,300; Printed Cottons, 169,980 yards; Cotton Yarn, none; total value of Cotton Goods, £228, 794. For the month ended 16th January, 1867: Plain Cottons, 8,771,185; Coloured Cottons, 1,914,659; Printed Cottons, 332,640 yds.; Cotton Yarn, 73,132 lbs.; total value of Cotton Goods, £246,224. Decrease in value for 1868 against 1867, £17,430. For the month ended 16th January, 1866: Plain Cottons, 4,637,723; Coloured Cottons, 279,308; Printed Cottons, 164,400 yards; Cotton Yarn, 5,000 lbs.; total value of Cotton Goods, £123,585.

To JAPAN.—Exports for the month ended 16th January, 1868: Plain Cottons, 6,176,350; Coloured Cottons, 480,980; Printed Cottons, 78,660 yards; Cotton Yarn, 1,010,290 lbs.; total value of Cotton Goods, £172,606. Increase in value for 1868, against 1867, £137,454. For the month ended 16th January, 1868: Plain Cottons, 677,830; Coloured Cottons, 178,400; Printed Cottons, 93,600 yards; Cotton Yarn, 158,020 lbs.; total value of Cotton Goods, £35,152. For the month ended 16th January, 1866: Plain Cottons, 1,778,875; Coloured Cottons, 385,730; Printed Cottons, 293,282 yards; Cotton Yarn, 316,732 lbs.; total value of Cotton Goods, £97,420.

To SINGAPORE AND PENANG.—Exports for the month ended 16th Jan., 1868: Plain Cottons, 5,642,802; Coloured Cottons, 272,790; Printed Cottons, 32,152 yards; Cotton Yarn, 124,645 lbs.; total value of Cotton Goods, £95,825. Decrease in value for 1868 against 1867, £61,994. For the month ended 16th Jan., 1867: Plain Cottons, 5,455,709; Coloured Cottons, 920,682; Printed Cottons, 512,201 yards; Cotton Yarn, 118,830 lbs.; total value of Cotton Goods, £157,819. For the month ended 16th Jan., 1866: Plain Cottons, 2,848,971; Coloured Cottons, 1,227,079; Printed Cottons, 181,790 yards; Cotton Yarn, 174,400 lbs.; total value of Cotton Goods, £120,674.

To BATAVIA.—Exports for the month ended 16th Jan., 1868: Plain Cottons, 1,017,875; Coloured Cottons, 860,006; Printed Cottons, 546,241 yards; Cotton Yarn, 68,390 lbs.; total value of Cotton Goods, £52,614. Increase in value for 1868 against 1867, £102,240. For the month ended 16th Jan., 1867: Plain Cottons, 2,972,886; Coloured Cottons, 1,735,489; Printed Cottons, 1,591,587 yards; Cotton Yarn, 58,540 lbs.; total value of Cotton Goods, £154,854. For the month ended 16th Jan., 1866: Plain Cottons, 1,912,584; Coloured Cottons, 1,555,428; Printed Cottons, 467,230 yards; Cotton Yarn, 23,850 lbs.; total value of Cotton Goods, £101,614.

To MANILA.—No Exports of Cotton Goods during January, 1868. Exports for the month ended 16th January, 1867: Plain Cottons, 1,228,857; Coloured Cottons, 821,352; Printed Cottons, 6,400 yards: Cotton Yarn, 22,889 lbs. For the month ended 16th January, 1866; Plain Cottons, 475,660; Coloured Cottons, 1,264,248; Printed Cottons, 3,720 yards; Cotton Yarn, 4,800 lbs.; total value of Cotton Goods, £51,612.

To CEYLON.—Exports for the month ended 16th January, 1868: Plain Cottons, 1,695,775; Coloured Cottons, 55,806; Printed Cottons, 34,950 yards; Cotton Yarn, 26,450 lbs.; total value of Cotton Goods, £31,209. Decrease in value for 1868 against 1867, £75,061. For the month ended 16th January, 1867: Plain Cottons, 3,676,448; Coloured Cottons, 348,080; Printed Cottons, 630,320 yards; Cotton Yarn, 11,500 lbs.; total value of Cotton Goods, £106,270. For the month ended 16th January, 1866: Plain Cottons, 1,461,152; Coloured Cottons, 182,081; Printed Cottons, 404,535 yards; Cotton Yarn, 28,179 lbs.; total value of Cotton Goods, £58,375.

ANNUAL TABLES.

HONG KONG.—PLAIN COTTONS.—Exports for 1867, 51,885,207 yards; for 1866, 41,394,471; for 1865, 36,907,736; for 1864, 21,067,009; for 1863, 12,677,234 yards. Average monthly export in 1867, 4,321,267 yards; in 1866, 3,449,539; in 1865, 3,075,645; in 1864, 1,755,584; in 1863, 1,056,436 yards.

HONG KONG.—COTTON YARN.—Export for 1867, 7,347,014 lbs.; for 1866, 4,630,230; for 1865, 1,140,880; for 1864 1,601,810; for 1863, 2,640,531 lbs. Average monthly export in 1867, 612,251 lbs.; in 1866, 385,852; in 1865, 95,069; in 1864, 133,484; in 1863, 220,044 lbs.

SHANGHAI.—PLAIN COTTONS.—Export for 1867, 146,772,487 yards; for 1866, 125,309,693; for 1865, 79,422,708; for 1864, 37,138,127; for 1863, 23,719,097 yards. Average monthly export in 1867, 12,231,040 yards; in 1866, 10,442,474; in 1865, 6,618,559; in 1864, 3,094,844; in 1863, 1,976,551 yards.

SHANGHAI.—COTTON YARN.—Export for 1867, 380,832 lbs.; for 1866, 126,200; for 1865, 81,000; for 1864, 158,249; for 1863, 758 lbs. Average monthly export in 1867, 31,736 lbs.; in 1866, 10,517; in 1865, 6,750; in 1864, 13,187; in 1863, 63 lbs.

JAPAN.—PLAIN COTTONS.—Exports for 1867, 22,479,656 yards: for 1866, 22,027,868; for 1865, 17,891,196; for 1864, 2,728,102; for 1863, 15,600 yards. Average monthly export in 1867, 1,873,305 yards; in 1866, 1,835,656, in 1865, 1,490,933; in 1864, 227,342; in 1863, 1,300 yards.

JAPAN.—COTTON YARN.—Export for 1867, 3,540,309 lbs.; for 1866, 1,141,928; for 1865, 816,432; for 1864, 50,650 lbs. Average monthly export in 1867, 295,026; in 1866, 95,161; in 1865, 68,036; in 1864, 4,221 lbs.

SINGAPORE.—PLAIN COTTONS.—Export for 1867, 62,292,433 yards; for 1866, 50,941,826; for 1865, 32,340,731; for 1864, 19,610,141; for 1863, 21,403,410 yards. Average monthly export in 1867, 5,191,036 yards; in 1866, 4,245,152; in 1865, 2,695,061; in 1864, 1,634,178; in 1863, 1,783,617 yards.

SINGAPORE.—COTTON YARN.—Export for 1867, 3,021,192 lbs.; for 1866, 1,851,207; for 1865, 1,132,785; for 1864, 1,281,492; for 1863, 1,877,210 lbs. Average monthly export in 1867, 251,766 lbs.; in 1866, 154,267; in 1865, 94,399; in 1864, 106,791; in 1863, 156,434 lbs.

BATAVIA.—PLAIN COTTONS.—Export for 1867, 17,738,601 yards; for 1866, 36,483,880; for 1865, 14,698,875; for 1864, 7,541,574; for 1863,

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8,135,055 yards. Average monthly export in 1867, 1,478,217 yards; in 1866, 3,040,323; in 1865, 1,224,906; in 1864, 628,465; in 1863, 677,921 yards.

BATAVIA.—COTTON YARN.—Export for 1867, 646,410 lbs.; for 1866, 733,831; for 1865, 452,910; for 1864, 294,925; for 1863, 680,635 lbs. Average monthly export in 1867, 53,867 lbs.; in 1866, 61,153; in 1865, 37,742; in 1864, 24,577; in 1863, 56,719 lbs.

MANILA.—PLAIN COTTONS.—Export for 1867, 18,028,508 yards; for 1866, 12,113,822; for 1865, 13,326,775; for 1864, 8,245,292; for 1863, 6,454,608 yards. Average monthly export in 1867, 1,502,376; in 1866, 1,009,485; in 1865, 1,110,565; in 1864, 687,108; in 1863, 537,884 yards.

MANILA.—COTTON YARN.—Export for 1867, 267,136 lbs.; for 1866, 89,248; for 1865, 104,502; for 1864, 122,980; for 1863, 32,250 lbs. Average monthly export in 1867, 22,261 lbs.; in 1866, 7,437; in 1865, 8,708; in 1864, 10,248; in 1863, 2,688 lbs.

CEYLON.—PLAIN COTTONS.—Export for 1867, 17,834,182 yards; for 1866, 20,278,509; for 1865, 13,630,888; for 1864, 7,587,435; for 1863, 15,776,243 yards. Average monthly export in 1867, 1,486,182 yards; in 1866, 1,689,876; in 1865, 1,135,907; in 1864, 632,286; in 1863, 1,314,687 yards.

CEYLON.—COTTON YARN.—Export for 1867, 366,435 lbs.; for 1866, 796,243; for 1865, 314,977; for 1864, 207,931; for 1863, 678,649 lbs. Average monthly export in 1867, 30,536 lbs.; in 1866, 66,354; in 1865, 26,248; in 1864, 17,328; in 1863, 56,554 lbs.

ARTICLES OF IMPORT.

TEA.—There has been a very good demand, but business has been somewhat checked by the firmness of importers, who are holding many kinds of Congou for higher prices than the trade are willing to pay at present. The demand has run chiefly on common to fair blackish and reddish-leaf Congous, which have risen fully ½d. per lb. since the end of the year. Congou: Siftings remain firm at quotations both for Moning and Kaisow kinds. Broken leaf have been in request at full prices. Fair to good common have been taken freely at from 1s. to 1s. 0½d. per lb. Fair to good flavoury kinds show no material change. Good to fine Kaisows have been rather more inquired for, and prices have advanced ½d. to 1d. per lb. In Pak Lings there is no alteration to notice. Common to fair black-leaf kinds have been in request, and sales made to some extent from 1s. to 1s. 1d. per lb., the later sales showing fully ½d. per lb. advance; fair to good, of new import, have realised about former prices; in fine there has been rather more doing, and prices have ruled rather higher; in finest there has not been much done. Fair to good Oolongs remain difficult of sale, and prices are rather nominal; fine are in demand at full prices. Common to good Souchongs have been saleable at fair prices; fine to finest remain quiet, the prices wanted being above the views of buyers. Scented Capers have met with a good demand at former prices, both Canton and Foochow kinds. Canton Scented Orange Pekoes remain dull of sale at late prices. Foochow kinds have been sold to some extent, but prices show a further reduction of 1d. per lb. Uncoloured Japans remain without much inquiry. Green teas: In these a fair amount of business has been done, the finer kinds selling at the decline lately established, but the common to fair kinds have been difficult to move, and have occasionally been realised at lower prices. Hyeons have been in demand at full prices. In Canton-made Gunpowders there has been no change. The China tea sales of the 21st comprised 13,422 packages, of which 11,606 packages were sold, all being without reserve, Congous at full prices, but common to fair green Teas went lower. The quantity afloat is computed at 23,000,000 lbs., including the November ships.

SILK.—The Silk Market has been very depressed since last mail, and it does not now seem to be so much a question of price as a determination on the part of consumers, both here and on the Continent, to abstain as much as possible from the purchase of Asiatic silk. In Chinas business has been restricted to a few forced sales, principally from second hands. The disparity in prices between classic and other qualities is unprecedentedly large—so much so, that while No. 3 Tsatlee is still quoted 28s. 6d. to 29s., good Red Peacocks have been sold at 22s. 6d.; medium No. 4 can be bought at 21s. 6d., and 4½ to 5, 19s. 6d. to 21s. The inferior Tsatlees without classification, a good many of which have recently arrived, appear altogether unsaleable. Japan Silk shares in the general depression, but has not declined in value so much as China silk. Deliveries from 1st to 24th, inclusive:—China, 2,198 bales; Japan, 390 bales; total, 2,588 bales.

		s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2		30	0	to	31	0
" No. 3		27	0	to	29	0
" Hauzchow		20	0	to	22	0
Yuenfa and Hamin, No. 1 & 2		24	0	to	26	0
" " No. 3		22	0	to	22	6
Taysaam, No. 1 & 2		21	6	to	24	6
" No. 3		20	0	to	21	0
Long Reel		17	0	to	21	0
Skeins		19	0	to	19	0
Canton		15	0	to	20	0
JAPAN:—Mibash & Sinchew, No. 1 & 2		31	0	to	35	0
No. 3		29	6	to	30	0
Ida, Bricks, No. 1 & 2		26	0	to	30	0
No. 3		22	0	to	24	0
Soda, No. 1 & 2		25	0	to	29	0
No. 3		22	0	to	24	0

COTTON.—The market has been fluctuating. A fair demand prevailed at the commencement of the past week, and extensive sales were effected at an advance of ⅛d. to ¼d. per lb., but afterwards the activity abated and prices slightly declined. The inquiry has, however, again been renewed, and rates are about ⅛d. in advance of our last quotations. The sales on the spot have amounted to 18,120 bales and for arrival 3,740 bales. No China has been placed on offer, but 500 bales fair Rangoon have realised 5d. to 5⅛d. per lb. Quotations are for Dollerah, 4½d. to 6¾d.; Tinnivelly, 5d. to 6¼d. The following remarks are from a New York correspondent's letter:—"Many of the soundest men in the trade at home and in England, men whose memories recall the cotton depressions of 1839, 1844, 1848, 1851 and 1857, and their causes, are strongly impressed with the idea that cotton must fall yet lower. It is deemed probable that as in some of those periods when stagnation in trade was the characteristic, cotton fell to and remained for months at so low levels as 4½d. to 4¾d. for middling so now it will fall to 6d. per pound in Liverpool. The Cable already reports 'sales at 6⅜d. basis of middling American to arrive.' Advices have been received of purchases at Bombay at 4¾d. to 5d. for fair Surats, cost and freight to England included, and shippers demand a further decline of ¼d. to enable them to go on with probable safety. This is not panic; that would soon pass and be followed by reaction."

COFFEE.—The quantity offered by auction has been exceedingly light, but buyers are very cautious, and sales difficult to effect. There is no quotable change to note in the value of Plantation Ceylon. Besides the public sales about 80 casks have changed hands privately, and shortly there will be a much better selection offering out of the late arrivals. Native is again rather lower, good ordinary in casks having been sold at 51s. 6d. Except for Native Mysore at low prices, there is no particular demand for East India descriptions. Singapore and Manila are quite neglected. At the public sales of Plantation, 610 casks 75 barrels 422 bags, have gone off at fully the valuations for good colory qualities, but dull or gray kinds were barely maintained; triage sold at 30s. to 57s., ordinary to fine ordinary gray 52s. to 64s., small and grayish 71s. to 73s., colory middling 75s. to 79s., good middling bold 83s. to 83s. 6d., pea-berry 77s. to 89s. 6d. For Native there has been little inquiry, and of 192 casks 5 barrels 949 bags in auction were principally bought in at 49s. 6d. for small to 53s. for good ordinary in casks; about 11 casks and 300 bags being sold, good ordinary 51s. 6d. to 53s., ordinary small 49s. to 49s. 6d., pea-berry 60s. to 64s.

CAMPHOR.—There is very little doing, and the only sale reported is of 30 chests China at £7 recent weights.

COCOA-NUT OIL.—We have no improvement to report, business being still extremely limited at £50 for Ceylon, and £56 to £56 10s. for Cochin.

GALLS.—A private sale of 450 boxes Japan at 51s. constitutes the only business done.

MANILA HEMP.—The recent rather large arrivals have checked the disposition to buy, and prices have a downward tendency. Privately about 300 bales have changed hands at £49, and in auction of 772 bales offered only 50 bales common sold at £45, the remainder fair being bought in at £48, except 110 bales good fair sea damaged, which sold at £46 10s. to £48, for first and second class.

PLUMBAGO.—The market is quiet, and no business is reported in Ceylon.

PEPPER.—Black: The sales privately are insignificant, most orders no doubt being reserved for the parcels now landing, which may soon be expected on the market. No public sales have been held. Of White, 360 bags Singapore have been sold at 5⅛d.

PRESERVES.—253 cases China Ginger were bought in at 10½d. to 11d., also 10 casks at 9½d. per lb. in bond.

RICE.—The market has continued very quiet, and transactions on the spot have been of limited amount at steady prices, viz., 1,800 bags Rangoon at 12s. 4½d. to 12s. 7½d., and 800 bags Ballam at 10s. 6d. For arrival rather easier rates have been accepted—300 tons Dacca Bengal at 11s. 3d., 100 tons middling white at 14s. 6d., 50 tons broken at 11s. 4½d., landed, and 3,500 bags Ballam at 9s. 9d. to 10s. ex ship. A small cargo of Rangoon for early shipment, was sold for London at 12s. usual landed terms.

SPICES.—Cinnamon: Of 96 bales Ceylon only 10 bales sold, first sort 2s. 1d., second 1s. 11d., third 1s. 8d., the remainder bought in, first 2s. 4d. to 2s. 5d., second 2s. 2d., third 2s., fourth 1s. 7d. At the quarterly public sales commencing this day, a large quantity will be offered, amounting to nearly 3,000 bales. Mace: Six cases ordinary Java, realised 1s. 6d. to 1s. 7d., one case being bought in at 1s. 9d. per lb. Nutmegs: Of Java, 28 casks 7 cases sold, good bold 71 and 72 nuts to the lb. at 3s. 2d. to 3s. 3d., middling 96 to 99's at 1s. 4d. to 1s. 6d., partly shrivelled 130's at 1s. 1d., shrivelled 150 to 130's at 8d. to 10d.

SUGAR.—Although holders are still willing to promote sales, only a moderate amount of business has been done. Prices have ruled rather irregularly, and without exhibiting a general decline, have in several instances been 6d. per cwt. in favour of the buyer. Manila has been cheaper, and there is some little inquiry for good Clayed at the extreme reduction, at which, however, it is not readily obtainable. Several parcels of Clayed have been offered by auction, of which, however, only the damaged portion was sold, prices being on a par with the business by private contract. 11,567 bags sound were all bought in, principally good quality, import 1863 (duty 9s. 7d.), at 30s. 6d.; import 1864 (duty 8s.), at 30s.; damp, 29s. 6d.; 6,956 bags (duty 8s.) washed were all sold at 28s. By private contract 6,700 bags Clayed (duty 9s. 7d.), have been sold at 29s. 6d., and 1,000 bags fine at 29s. 9d.

TIN.—The market is steady with daily small transactions in fine Straits, at £87. Some parcels containing more scoria than is admissible as good merchantable quality have been sold at £86, and more is to be had at same rate. The sales of Straits during the past week have amounted to about 60 tons.

CHINA GRASS seems still neglected. At public auction on the 22nd some parcels slightly damaged were put up without eliciting a single bid. We hear it was afterwards disposed of at £38 for first-class damaged white, and £36 for first-class damaged green; the sound value may be computed at £42 and £38 respectively.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 5s. to £7 10s.; hoops, £8 7s. 6d. to £9; sheets, single, £9 10s. to £10; Staffordshire bars, £7 5s. to £7 15s.; rails, £5 10s. to £6.

STEEL.—Swedish kegs, £14 15s. to £15.

COPPER.—Sheet and Sheathing, £78 to £81 per ton; yellow metal 6¾d. per lb.

LEAD, &c.—English pig, W.B., £21 5s.; shot, patent, £22 5s. sheet, £20 5s.; spelter, £20 10s.; zinc, English sheet, £26; quicksilver, £6 17s., in bottles of 75 lbs. each.

The following is from the circular of Messrs. French and Smith:—Business continues quiet. Iron is but moderately inquired for. Copper: Chili Bars have improved full £1 per ton. There are now buyers at £69; sellers ask £69 10s. to £70. In other descriptions no change to notice. Lead maintains the improvement mentioned in our last circular. Tin Plates are quiet. Spelter also quiet.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 16	Bella	—	Singapore	Liverpool.
— 17	Colonist	Gifford	Galle, &c.	London.
— 13	Hindostan	—	Saigon, &c.	St. Nazaire.
— 18	Fusi Yama	Thomson	Shanghai	London.
— 18	Janet Ferguson	—	Singapore	Liverpool.
— 15	New Orleans	Barman	Batavia	Waterford.
— 16	Glasgow	Smith	Rangoon	Queenstown.
— 15	Marie Lucie	von Bergen	Canton	Cuxhaven.
— 14	Annie Storey	Penny	Batavia	Brouwershaven.
— 20	Neptune	Parkins	Manila	London.
— 19	Kortenaar	Schuchard	Batavia, for Holland	Deal.
— 19	Hendrika	Valk	Do. do.	Do.
— 20	Arabella	Raper	Colombo	London.
— 19	Cymbeline	Fage	Foochow	Deal.
— 19	Trinidad	—	Manila	Liverpool.
— 19	Glasgow	—	Rangoon	Do.
— 19	Morning Glory	—	Akyab	Do.
— 20	Passe Partout	Atkinson	Hong Kong & Macao	London.
— 20	Cheribon	Reinertsen	Batavia, for Amstrdm.	Deal.
— 21	Flora	Schaw	Yoilo	Plymouth.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 16	Johannes	Leander	Batavia & Sourabaya	London.
— 17	Silver Eagle	Case	Shanghai	Do.
— 17	Agamemnon (str.)	Middleton	Mrtus.,Chna.,Sng.,&c.	Liverpool.
— 22	Jenny	Ryselin	Shanghai	Do.
— 17	Wm. Fruing	Chevalier	Hong Kong	Cardiff.
— 20	Titania	Deas	Shanghai	London.
— 20	Coulnakyle	Morison	Amoy & Chefoo	Do.
— 20	Peter Denny	Adam	Hong Kong & Canton	Do.
— 21	City of Aberdeen	Gerrie	Shanghai	Do.
— 20	Twee Cornelissen		Batavia	Shields.
— 22	Star of China	Hodge	Shanghai	London.
— 23	Lancecost	Eaton	Yokohama	Do.
— 23	Frank Marion	Lincoln	Cardiff & Yokohama	Do.
— 18	Diana	Teengs	Java	Shields.
— 22	Bremen	—	Shanghai	Cardiff.
— 22	Nina	—	Hong Kong	Do.
— 22	Calista	Markham	Galle	Sunderland.
— 19	Maria	Slack	Sourabaya	Shields.
— 21	J. W. A. Lorenzen	Jessen	Cardiff & Singapore	London.
— 17	Joseph Hambro	Moller	Singapore	Newcastle.
— 22	Courage	—	Do.	Newport.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Grasmere, Gaucho. For Yokohama and Nagasaki: Isles of the South, Queen of the Age. For Shanghai: Coral Nymph, Helen Nicholson, Pegasus, Wild Deer, Hindostan. For Hong Kong: Dunmail, Seawfell, Maiden Queen, Jubilee, Fusiyama, Ironside. For Batavia and Sourabaya: Ragna. For Singapore: Ocean Belle, Meridian. For Penang: Benvenue. For Colombo: Wynaud, St. Andrew's Castle. For Colombo and Trincomalee: Bolden Lawn.

At LIVERPOOL.—For Yokohama: Grenadier. For Shanghai: Challenge, Ocean Empress, Joseph Sprott, Capiolani, Janet Furguson. For Hong Kong, via Newport: Young England. For Hong Kong and Canton: Bella. For Hong Kong: Milton. For Batavia and Singapore: Phaeton. For Singapore: Mary Nicholson, For Manila: Victoria, Virgen-del-Carmen, Ogono. For Galle and Rangoon: Silesia. For Galle and Bangkok: Annie Scott.

At GLASGOW.—For Singapore: Edinburgh Castle. For Samarang and Sourabaya: Glenclune. For Batavia and Sourabaya: Chili. For Colombo: Toronto.

SPOKEN.

BERZOEKIE, Batavia to Amsterdam, Dec. 11, 16 N., 33 W.
HENRICO, supposed from London to Shanghai, 21 days out, Dec. .
OSBORNE (barque), Cardiff to Hong Kong, Dec. 4.
SENATOR, Cardiff to Galle, Dec. 8, 4 N., 23 W.
ACORIANO (?) (ship), London (?) to Foochow, Dec. 8, 4 N., 23 W.
PRINCESS OF WALES (barque), Hong Kong to Barbuda (?), Sept. 20.
EVELYN WOOD (ship), Shanghai to London, Oct. 15.
NEDERLAND (Dtch. barq.), Batavia to Rotterdam, Dec. 21, 18 N., 35 W.
EUROPA, Batavia to Amsterdam, Nov. 24, 36 S., 19 E.
DEWA GUNGADHUR, Penang to London, Dec. 6, 17 S., 4 W.
CATALINA, for Macao, Dec 25, 12 N., 32 W.
SPIRIT OF THE NORTH, London to Shanghai, Dec. 2, 19 S., 29 W.
MAGGIE, Newcastle to Singapore, Nov. 13, 36 S., 21 E.
PAIX, Bordeaux to Shanghai, Oct. 19, 11 N., 26 W.
MAGELLAN, of Liverpool, for Shanghai, Nov. 25, 29 S., 30 W.
GLADIATOR, Manila to Queenstown, Oct. 7, 3 N., 107 E.
SEBASTIAN CABOT, Singapore to London, Dec. 7.
HENRIETTA, Padang to Amsterdam, Nov. 25, 29 S., 44 E.
CANTON (Prussian ship), for Hong Kong, Dec. 10, 36 S, 13 E.
SIMOOM (barque), Singapore to London, Jan. 1, 27 N., 43 W.
TREASURE, of Sunderland, London (?) to Penang, Oct. 24, 2 N., 22 W.
ACACIA (barque), for Galle, Dec. 4, 25 S., 26 W.
METIS, Cardiff to Singapore, Dec. 8, 5 S., 33 W.
COLORADO, Shanghai to London, Nov. 14, 29 S., 45 E.
ORIANA, Colombo to London, Dec. 26.
MARIE, Hamburg to Macassar, Dec. 19, 4 N., 22 W.
KINDERDYK, Java to Dordt, Dec. 13, 5 S., 17 W.
ALARM, Liverpool to Shanghai, Sep. 30, 6 N., 26 W.
DANTE HAWEN, (?) Bangor to Singapore, 10 S., 28 W.
ESTAETTE, Amsterdam to Batavia, 25 S., 20 W.
PRINCESS AMELIA (Dan. ship), Liverpool to Batavia, Dec. 3, 5 N., 20 W.
MEDEA, Rotterdam to Batavia, Dec. 26, 49 N., 11 W.
TOLLENS, Cardiff to Batavia, Nov. 29, 5 S., 24 W.
MINA, Rotterdam to Batavia, Dec. 29, 6 N., 25 W.
ARGO, Rotterdam to Batavia, 46 N., 15 W.
ALBLASSERDAM, Batavia to Amsterdam, Dec. 15, 12 N., 24 W.
NEDERLAND and ORANJE, Rotterdam to Sourabaya, Dec. 28, 40 N., 13 W.
SLIEDRECHT, Samarang to Amsterdam, 45 days out, 34 S., 23 E.
ADEN, Batavia to Amsterdam, Dec. 13, 4 N., 24 W.
UNDINE, Sunderland to Hong Kong, Dec. 10, 21 S., 31 W.
LOUISE (Dutch), from Batavia, Dec. 2, 21 S., 1 E.
DIONYSIA CATHARINA, from Batavia, Dec. 7, 13 S., 8 W.
VESTA, Batavia to Rotterdam, Dec. 2, 18 S., 3 W.
FRANCIS, Cardiff to Shanghai, Nov. 26, 18 S., 29 W.
MARAQUITA, Liverpool to Singapore, Dec. 4, 2 S., 30 W.
No. 20,367 (Eng. ship), London to Hong Kong, Dec. 17, 3 N., 20 W.
EAMLIVER (?) (Hnvr. barq.), London to Shanghai, Dec. 10, 12 S., 32 W.
SUZANNE, Bordeaux to Galle, Dec. 21, 9 N., 25 W.
ELIZA SHAW, London to Yokohama, Dec. 24, 1 S., 29 W.

FREIGHTS AND CHARTERS.

Outward freight to the Eastern ports rule somewhat lower, consequent upon the number of vessels disengaged now in port. Coal freights from the northern outports have also declined.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight, 40s. and 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 50s. weight, 45s. meast. To Cheefoo: 60s. weight or meast. To Hong Kong: 50s. weight, 35s. meast. To Amoy: 60s. weight, 50s. meast. To Manila: 50s. weight, 55s. meast. To Singapore: 30s. weight, 35s. meast. To Penang: 35s. weight, 40s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £53. For Hong Kong: £43. For Saigon: £50. For Singapore: £33. For Batavia: £32. For Colombo, £30. For Galle, £35 From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 10s. For Shanghai: £2 12s. 6d. For Chefoo, £2 15s. For Hong Kong, £2 2s. 6d. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 11s. For Batavia, £1 10s. For Trincomalee, £1 14s. For Galle, £1 12s. 6d. For Colombo, £1 8s. 6d.

The Admiralty have invited tenders for the conveyance of 260 tons navy provisions, &c., 2 tons medical stores, 8 tons (meast.) iron carriages and slides, &c, and 45 tons (weight) small arm ammunition, from the Thames to Hong Kong; also of 14 tons naval masts, spars, and timber, 18 tons (weight) and 33 tons (meast.) naval common stores, 4 tons cordage, 17 tons (weight) small arm ammunition, and 3 tons (meast.) carriage, &c., to Trincomalee; and have ordered the Maiden Queen and Boldon Lawn to be surveyed, the former for conveyance of the stores to Hong Kong, and the latter for those to Trincomalee.

CASUALTIES.

The Glendoveer, Wilson, from Sunderland to Singapore, with coal, which put into Grimsby Roads January 5, leaky, has discharged part of her cargo.

The Neptune, Parkin, from Manila, which arrived at London January 20, was supplied, when off Margate, with two anchors and chains.

The Hendrika, Valk, from Batavia to Holland, which arrived at Deal January 19, had been supplied with two anchors and chains, in lieu of others lost.

The Willy (Brem. ship), Graffunder, which sailed from Cardiff for Hong Kong, January 8, put into Plymouth on the 19th, leaky.

The Hendrika, Lusink, from Batavia, for Amsterdam, put into Simon's Bay Dec. 10 to stop a leak. She was surveyed, and on the 18th had discharged 3,400 bags of coffee, mostly damaged, and 400 boxes sugar.

The Catherine, Doble, from Singapore to Boston, which put into Capetown leaky Sept. 29, had been repaired there, and a considerable portion of her cargo had been sold to defray expenses.

The Daniel Tweel (?) (Dutch barque), from Batavia to Amsterdam, was spoken Dec. 19, 82 days out, in lat. 6 N., lon. 25 W., with maintopmast carried away.

The Lieutenant, Gorrie, which sailed from Liverpool Jan. 8, for Shanghai, put back to Liverpool Jan. 20.

The 4 Gezusters, Otto, from Batavia, arrived at Texel Jan. 16 leaky, and with loss of sails and jibboom, and other damage, having encountered heavy gales off the Western Islands.

The Philip v. Marnix, from Batavia to Rotterdam, which put into Mauritius Nov. 15 leaky, had sold 1,350 bags coffee previous to Dec. 19, and 300 bags more would have to be sold.

A telegram from Batavia, dated Dec. 29, states that the Maria Adolfina Bakker, which sailed thence for Amsterdam Nov. 27, had put back leaky, and with cargo damaged, and would discharge.

A telegram from Galle, dated Jan. 18, states that a severe gale occurred at Mauritius Jan. 3, and that among other casualties the Zeempsomp (?) (Dutch), from Batavia to Rotterdam, had sustained damage, and was discharging for repairs.

MISCELLANEOUS.

Off ASCENSION.—Dec. 11, Dionysia Catharina, and Sisters, both from Batavia, for Amsterdam; 12, Souburg, from Batavia, 15, Louisa, from Batavia, both for Amsterdam; Brouwershaven, from Java, for Dordt; 20, Medina, from Foochow.

At ST. HELENA—Dec. 21, Hyacinth, Macfarlane, from Canton, and sailed for London; 24, Peter Adolf, Jaski, from Padang, and sailed for Amsterdam; 25, Georges, Varey, from Shanghai, Amazon, Hay, from Foochow, and both sailed on the 26th for London.

Off ST. HELENA.—Dec. 22, Sliedrecht, from Samarang; 23, Johanna Christina, from Batavia.

At SIMON'S BAY.—Dec. 10, Hendrika, Lusink, from Batavia, for Amsterdam.

At TABLE BAY.—Dec. 14, Kalahome, McMillan, from Singapore; 15, Sydpolen, Silversparre, sailed for Batavia; 10, Warrior (s), Patterson, left for China.

At ALGOA BAY.—Dec. 14, Unity, Howes, from Foochow; 17, Tamatave, from Macao.

At MAURITIUS.—Dec. 10, Migrator, Romer, sailed for Galle; 12, White Eagle, Andrew, from Newport and sailed, 14, for Galle.

The Sir William Wallace which arrived at London, Jan. 16, sailed from Shanghai Sept. 4, and passed Anjer Oct. 24.

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SEASON—1868.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 18th February, to Tuesday, the 20th November, inclusive.

Telegrams must be addressed "GRANT, KIACHTA."
If Express, "GRANT, KIACHTA," Express.
Express Telegrams may be wired on any day of the week.

CHARGES.

Twenty words or under	**Tls. 15**
Thirty „	**20**
And for every additional ten words or under	**5 extra**
Express Telegrams, any number of words	**150 „**

The charges are payable by the receiver to Messrs. HALL & HOLTZ, Agents, Shanghai, within THREE DAYS of delivery, otherwise 20 per cent. will be added to the above rates.

Agents at Shanghai . . .	Messrs. HALL & HOLTZ.
„ Tientsin . . .	„ FERGUSSON & Co.
„ Kalgan . . .	„ MATRINSKI & KAZANTZOFF.
„ Ourga . . .	„ TSIDAM ARIEFF.
London Agency . . .	LONDON & CHINA TELEGRAPH OFFICE, 2, Cowper's-court, Cornhill.
Head Office	KIACHTA, ORIENTAL SIBERIA, **C. MITCHELL GRANT, Proprietor.**

ARRANGEMENTS FOR 1868.

The Proprietor has made arrangements to run six couriers per month in May and June, in the event of delay in the transmission of telegrams by the Russian Telegraph Service. It may not be generally known that the delays during the last season were occasioned by the overflowing of the Rivers Irtisch, Obi, and Yenessei; upwards of 800 versts of Telegraph Line were swept away from time to time. As such inundations occur only once or twice in a century, the Proprietor hopes that the precaution he has taken will prove unnecessary. During the latter two months of last season the line worked very well, and Telegrams were delivered to and from Europe in 18 days; the average time being as follows:—

London and Kiachta by Telegraph	**2 days.**
Kiachta and Tientsin by Courier	**12 „**
Tientsin and Shanghai by Steamer	**4 „**
Total ...	**18 days.**

A courier having been killed by a fall from his horse last year, the telegram bag was lost, and has not yet been recovered. In order to prevent a recurrence of the inconvenience, it is the intention of the Proprietor to open all telegrams addressed to his care, and forward duplicates by the subsequent courier to their respective addresses, unless he be specially notified to the contrary. The number of stations in Mongolia will be doubled this year. Contracts have been made to deliver telegrams between Kiachta and Tientsin in twelve days; the non-fulfilment of the contracts as to time entails a penalty upon the contractors of from 1 to 3 taels per hour (6s. to 18s.), thus giving a guarantee that delay will not occur.

After the first two months of the season, which are the most severe as regards the climate, the contractors will reduce their contract time to ten days.

C. MITCHELL GRANT.

KIACHTA, January 2nd, 1868.

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SIXTY-FIRST REPORT OF

THE LONDON JOINT-STOCK BANK.

At a GENERAL MEETING of the SHAREHOLDERS, held at the Banking-house of the Company, in Princes-street, Mansion-house, on THURSDAY, 16th January, 1868—JOHN KNOWLES, Esq., Chairman, GEO. THOS. BROOKING, Esq., Deputy-Chairman—the following REPORT was presented:

The Directors have much pleasure in placing before the shareholders the annexed statement of the liabilities and assets of the Bank and of the profit and loss account for the half-year ending the 31st ult., by which it will be seen that the Bank has made a net profit of £63,102 4s. 1d., including £2,175 18s. 4d. brought forward from the 30th June; this sum, together with £4,397 15s. 11d. taken from the guarantee fund, the Directors have appropriated in payment of the usual dividend at the rate of 12½ per centum per annum.

In pursuance of the resolution of the general meeting of the 25th July last, the issue of the remaining 8,000 new shares has been made, and the Directors have the satisfaction to acquaint the proprietors that the subscribed capital of the Bank is now four millions, divided into 80,000 shares of £50 each, paid up to the extent of £15 per share, thus making the paid-up capital of the Bank £1,200,000 entitled to participate in the profits from the 1st of January.

The guarantee fund, in accordance with the resolution of the meeting held on the 25th July last, has been credited with £80,000, the amount of premium upon the above 8,000 shares, and now amounts to £418,599 0s. 5d.

The Directors have to announce the decease, during the past half-year, of their much-lamented colleagues, George Pollard, Esq., and Henry Lee, Esq.

The following Directors retire by rotation, under the provisions of the deed of settlement, viz., W. Blount, Esq., G. T. Brooking, Esq., F. J. Jourdain, Esq., John Knowles, Esq., and Robert Ryrie, Esq., who, being eligible, offer themselves for re-election.

The dividend, free from income-tax, will be payable on and after Friday, the 24th inst., and the interest payable on the new share capital and premium is payable on and after the same day.

The preceding Report having been read to the meeting by the Secretary, a dividend for the half-year ending the 31st December last, after the rate of 12½ per centum per annum, was declared by the Chairman.

Resolved unanimously—

That the Report now read be received, adopted, and printed for the use of the shareholders.

The following Directors having retired by rotation, were unanimously re-elected, viz.:—W. Blount, Esq., G. T. Brooking, Esq., F. J. Jourdain, Esq., John Knowles, Esq., Robert Ryrie, Esq.

Resolved unanimously—

That the thanks of the meeting be presented to the Directors for their efficient management of the affairs of the Bank during the past half-year.

Resolved unanimously—

That the thanks of this meeting be given to the Managers and Officers for their continued attention to the business of the Bank.

(Signed) JOHN KNOWLES, Chairman.
THOMAS BURROWES, Secretary.

Extracted from the minutes.

LIABILITIES AND ASSETS, Tuesday, 31st Dec., 1867.

Dr.			
To capital paid up, viz., 72,000 shares at £15 each			£1,080,000 0 0
To capital called up in respect of the 8,000 new shares, authorised to be issued by the resolution of the general meeting of the 25th day of July, 1867, at the rate of £15 per share	£120,000 0 0		
To amount payable as premium on the 8,000 new shares as above, at the rate of £10 per share to be added to the guarantee fund	80,000 0 0		
	£200,000 0 0		
Less remaining unpaid at this date	18,900 0 8		181,099 19 4
To amount of "the guarantee fund," 30th June, 1867	£337,839 4 8		
To six months' interest on ditto, at 3 per cent. per annum...	5,067 11 8		
	£342,906 16 4		
Less this amount carried to profit and loss account for the equalisation of dividend	4,397 15 11		338,509 0 5
To amount due by the Bank on current accounts, deposit receipts, circular notes and acceptances			11,977,331 17 2
To special reserve			40,000 0 0
To rebate of interest on bills discounted not yet due carried to new account			10,779 18 3
To amount of net profit for half-year ending 31st Dec., including £2,175 18s. 4d., balance of profit and loss account 30th June, and the sum of £4,397 15s. 11d. from guarantee fund			67,500 0 0
			£13,695,220 15 2

Cr.		
By Government Stock, valued in accordance with the resolution passed by the general meeting of shareholders, on the 19th Jan., 1865, viz.:— £1,200,000 Consols, New Three per Cents., and Reduced, at 90	£1,080,000 0 0	
By cash in hand and at the Bank of England	1,354,978 2 11	
By bills discounted, loans, and other securities	11,213,756 15 3	
By building, furniture, &c., at head office and branches	46,485 17 0	
	£13,695,220 15 2	

PROFIT AND LOSS ACCOUNT OF THE LONDON JOINT-STOCK BANK for the Half-year ending 31st Dec., 1867.

Dr.			
To current expenses, proportion of building expenses, directors' remuneration, bad debts, income-tax, &c. £34,712 11 1			
To rebate of interest on bills discounted not yet due carried to new account...	10,779 18 3		
To six months' interest on "the guarantee fund" at £3 per cent. per ann.	5,067 11 8		
			£50,560 1 0
To amount payable as interest on the 24th Jan., 1868, on the new share capital and premium together £200,000, in accordance with the resolution referred to in the foregoing statement			1,000 0 0
To dividend account for the payment of half-year's dividend at the rate of 12½ per cent. per annum upon £1,080,000, amount of paid-up capital on 72,000 shares			67,500 0 0
			£119,060 1 0

Cr.	
By amount of gross profit for the half-year ending 31st Dec., including £2,175 18s. 4d., balance of profit and loss account, 30th June, and the sum of £4,397 15s. 11d. from guarantee fund	£119,060 1 0
	£119,060 1 0

GUARANTEE FUND ACCOUNT.

Dr.	
To amount transferred to profit and loss account for equalisation of dividend	£4,397 15 11
To present amount	338,509 0 5
	£342,906 16 4

Cr.	
Amount on the 30th June, 1867	£337,839 4 8
By interest on ditto to 31st Dec., 1867, at 3 per cent. per annum ...	5,067 11 8
	£342,906 16 4

THE LONDON JOINT-STOCK BANK.

ESTABLISHED IN 1836.

Head Office—5, PRINCES-STREET, MANSION-HOUSE.

PALL-MALL BRANCH—69, PALL-MALL. | CHANCERY-LANE BRANCH—124, CHANCERY-LANE.

DIRECTORS.

WILLIAM BIRD, Esq.
WILLIAM BLOUNT, Esq.
FRANCIS BOYKETT, Esq.
GEO. THOS. BROOKING, Esq.
Alderman Sir JAMES DUKE, Bart.
PHILIP WILLIAM FLOWER, Esq.
FRAN. BENNETT GOLDNEY, Esq.
W. R. ORMSBY GORE, Esq., M.P.
CHARLES JAMES HEATH, Esq.
FREDK. JNO. JOURDAIN, Esq.
JOHN KNOWLES, Esq.
DONALD LARNACH, Esq.
JOHN GEORGE MACLEAN, Esq.
GEO. GARDEN NICOL, Esq.
JOHN STEWART OXLEY, Esq.
FREDERICK RODEWALD, Esq.
ROBERT RYRIE, Esq.

HEAD OFFICE—5, Princes-street, Mansion-house; J. W. NUTTER, General Manager.
PALL-MALL BRANCH—69, Pall-mall; R. G. BARCLAY, Manager.
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Secretary—THOMAS BURROWES.

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New Harbour, Singapore, June, 1867.

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RESERVE FUND £145,902 14

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Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital ...	...	80,000,000 ...	£3,200,000
Capital paid up ...	...	60,000,000 ...	£2,400,000
Do. Mar. 15, 1868		10,000,000 ...	£400,000
Do. Sept. 15, 1868		10,000,000 ...	£400,000
Reserved Fund ...	...	20,000,000 ...	£800,000

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MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

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RESERVED FUND, £444,000.

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Threadneedle-street, London, 1868.

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Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

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W. H. VACHER, Manager.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th and 29th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.

Inman Line, leaving Liverpool every Wednesday and Saturday.

National Line, leaving Liverpool every Wednesday.

Guion's Line, leaving Liverpool every week.

New York and Havre Line, leaving Falmouth once a month.

Hamburg-American Line, from Southampton.

North German Lloyd's Line, from Southampton.

And at Panama by the steamers of the

Royal Mail Line, from Southampton on the 2nd and 17th of month.

West India and Pacific Line, from Liverpool 5th and 20th of month.

Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departure for China will be from San Francisco:—

GREAT REPUBLIC, 4,000 tons, March 5, 1868.

For further particulars and through passage rates, apply to H. SCARR and Co., Passenger agents, Pacific Mail Steamship Company, No. 145, Cheapside, London.

COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendome, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, *via* Panama.—Leave St. Nazaire on the 6th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

From Havre, Jan. 30, Feb. 13 and 27, March 12 and 26, April 9 and 23, May 7 and 21, June 4 and 18, July 2 and 16.

From Brest, Feb. 1, 15, and 29, March 14 and 28, April 11 and 25, May 9 and 23, June 6 and 20, July 4 and 18.

Rates of Passage from Havre or Brest to New York:—First class, 625f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, *via* Havre or Brest, including railway ticket, 650f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRANGER, PEMBROKE, and Co., Agents, 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, *via* San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

The next departures from LIVERPOOL will be as follows:—

ON THE 5TH AND 25TH OF FEBRUARY NEXT.

Passengers will find excellent accommodation, and the rates more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

STEAM to INDIA, *via* the CAPE.—The UNION STEAM SHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To sail.
Shanghai	Hindustan...	A 1	W.I.D.	Feb. 10
Hong Kong ...	Mden. Queen	A1 14 yr.	W.I.D.	Feb. 1.
Do. ...	Jubilee	A1 14 yr.	W.I.D.	Feb. 15
Kanagawa	Queen of the Age.....	A1 13 yr.	W.I.D.	With des
Singapore	Meridian ...	A1 10 yr.	W.I.D.	With des

For Freight and Passage apply at 5, Newman's-court Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and PENANG.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Helen Nicholson	A1 12 yr.	E.I.D.	Jan. 30.
Shanghai	Wild Deer ...	A1 14 yr.	E.I.D.	Feb. 15.
Hong Kong ...	Fusi-yama ...	A1 14 yr.	E.I.D.	With des.
Hong Kong ...	Canadian ...	A1 18 yr.	E.I.D.	To follow.
Yokohama, (Kanagawa) and Nagasaki ...	Isle of the South	A1 13 yr.	E.I.D.	With des.
Singapore	Ocean Belle	A1 12 yr,	W.I.D.	With des.
Penang	Benvenue ...	A1	S.K.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

INDIA, CHINA, AND JAPAN.

GELLATLY, HANKEY, SEWELL, and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Docks.	Dates.
Bombay	British Admiral	AA 1	E.I.D.	Jan. 28.
Bombay	City of Richmond	A1 7 yr.	E.I.D.	Jan. 30.
Bombay	Borderer.....	AA 1	E.I.D.	Feb. 15.
Calcutta	British Envoy .	AA 1	E.I.D.	Feb. 20.
Calcutta	Accrington ...	A1 18 yr.	E.I.D.	With des.
Shanghai.....	Pegasus	A1 13 yr.	E.I.D.	Feb. 10.
Yokohama ...	Grasmere	A1 10 yr.	E.I.D.	Feb. 3.

For Freight or Passage apply at Poolfold-chambers, Cross-street, Manchester; or to 27, Leadenhall-street, London, E.C.

With quick Despatch.

FOR KANAGAWA Direct, and to NAGASAKI, if sufficient inducement offer, the splendid clipper ship QUEEN OF THE AGE, A 1 13 years, 757 tons register, I. N. CYMA, Commander; West India Docks. This magnificent vessel, built under special survey, is strongly recommended for the shipment of fine goods. Has very superior first-class passenger accommodation.

For freight or passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co's 5, Newman's-court, Cornhill, London, E.C.

For list of R and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With quick despatch.

FOR SINGAPORE DIRECT (and for PENANG, if sufficient inducement offer), the very fine clipper built ship, MERIDIAN, A 1 10 years, 392 tons register, ISAAC SERVICE, Commander; West India Docks. This fine ship, built under special survey, is strongly recommended to shippers requiring despatch.

For freight or passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; to SUART and SIMPSON, 9, Clement's-lane; or to ROBERTSON and Co., 5, Newman's-coart, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With quick despatch.

FOR HONG KONG, Direct, the splendid Cumberland-built clipper ship MAIDEN QUEEN, A1 14 years, 814 tons register, G. FOSTER, Commander; West India Docks. This fine ship, built under special survey, and owned by Messrs. T. and J. Brocklebank, is strongly recommended to shippers.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With despatch.

FOR HONG KONG, Direct, the splendid clipper-built ship JUBILEE, A1 14 years, 764 tons register, PATRICK KERR, Commander; West India Docks. This favourite vessel is well known in the trade, and is specially recommended to shippers requiring despatch.

For Freight or Passage apply to JOHN WILLIAMSON York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

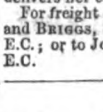
With despatch.

FOR SHANGHAI, DIRECT, the splendid Clyde-built clipper ship HINDOSTAN, A1, 883 tons register; RALPH RENNER, R.N.R., Commander; West India Docks. This well-known magnificent ship, built expressly for the China trade under special survey, is strongly recommended to shippers.

For Freight or Passage apply to JOHN WILLIAMSON York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see "The Times" (daily) and other papers.

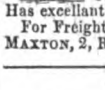
To follow the "M. A. Evans." With immediate despatch having the greater portion of her cargo engaged.



DIRECT for BOMBAY, the fine British-built, clipper ship MIRELLA, A1, 727 tons register; LUKE BRUCE, Commander; East India Docks. This splendid vessel, built in 1865, is noted for her fast-sailing qualities, and well known for the good order in which she invariably delivers her cargoes.

For freight or passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.

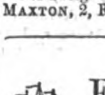
To sail on the 5th February.



FOR SHANGHAI, the splendid clipper, CORAL NYMPH, A1 12 years, 725 tons register; JOHN WINCHESTER, Commander, lying in the East India Docks. Has excellant accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail on the 5th February.



FOR HONG KONG, the well-known clipper SCAWFELL, A 1 13 years, 826 tons register, ROBERT THOMSON, Commander; East India Docks.

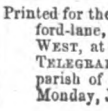
For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the Scawfell.

FOR HONG KONG, the well-known clipper IRONSIDE, A 1 13 years, 898 tons register, ANTHONY HEDLEY, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

With quick despatch.



FOR KANAGAWA and YOKOHAMA, the beautiful clipper, GAUCHO, A 1 13 years, 338 tons register, W. T. STOOKE, Commander, East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London. Monday, January 27, 1868.

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PER FRENCH MAIL.]

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 18th, and 26th.

VOL. X.—No. 271.] LONDON, WEDNESDAY, FEB. 5, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Oct. 17	Dec. 12	Dec. 16
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Oct. 29	Dec. 20	Dec. 24
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Nov. 10	Dec. 24	Dec. 29
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon	—	—	Jan. 4
SIAM—Bangkok	—	—	Dec. 26
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia	—	—	Jan. 1
MALACCA STRAITS—			
Singapore	Nov. 26	Dec. 29	Jan. 6
Penang	Nov. 36	Dec. 27	

The next inward mail, with Hong Kong dates to Jan. 1, is expected about the 13th inst. Telegrams in advance of the mail of Jan. 15 were received on the 2nd inst. The Malta and Alexandria Cable is not at present in working order.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Moeris, arrived at Marseilles Feb. 3.—From Yokohama: Madame Schwartz. From Shanghai: Messrs. Duglere, Fens, Lochnitz, Cocagne. From Hong Kong: Messrs, Vidal, Meyer. From Saigon: M. Feautrier, Madame Desmoulins and child. From Batavia: Mons. Vessels and family (six), Mdlle. Lebriet. From Singapore: Messrs. Ninba, Surroca, van Hore, Pascal, Cumbras, Alonso v. Oro, Oregnieto, Sanchez.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, Feb. 4.—To Shanghai: Mr. R. Haslam, Mr. Carles. To Hong Kong: Staff Asst. Surg. and Mrs. Ray, Dr. Henry Gostling. To Penang: Mr. and Mrs. J. Allan and child. To Ceylon: Lieut. James.

From Marseilles, Feb. 19.—To Yokohama: Mr. Skit, Mr. J. Hudson, Mr. J. P. Mollison. To Shanghai: Mr. S. Brown. To Hong Kong: Lieut.-Col. de Butte, R.E., Mr. and Mrs. Alfred Hancock, Mr. R. Watmore, Mr. R. Radelfahr. To Singapore: Sir Benson and Lady Maxwell, Miss Maxwell, Mr. J. C. Ker. To Batavia: Mr. J. S. Aitken. Mr. M. van Slooten. To Ceylon: Mr. C. A. Young.

Per P. and O. steamer Nyanza, from Southampton, Feb. 20.—To Hong Kong: Mr. and Mrs. Swanson and child, Miss Goodall, Mr. W. L. Tucker, R.N. To Ceylon: Mr. E. Blyth.

From Marseilles, Feb. 28.—To Kong Kong: Mr. F. W. Kitching, Mr. H. O. Phipps. To Ceylon: Mr. J. Campbell.

Per P. and O. steamer, from Southampton, Feb. 29.—To Singapore (via Bombay): Mr. W. Bolton.

From Marseilles, March 5.—To Shanghai (via Bombay): Mr. and Mrs. H. W. Hardy, Mr. and Mrs. Helbling. To Hong Kong: Mr. J. G. Fry, Mr. and Mrs. F. W. Ramsay, Mr. and Mrs. A. R. Hewlett. To Singapore: Mr. and Mrs. Sturzeneggen.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

By the French mail delivered this morning we have advices from Yokohama to the 16th December (18 days later). The outward mails of 10th and 17th October arrived respectively on the 8th and 12th December, the latter conveying London telegrams to Nov. 8. The interval since last mail had been an uneventful one, and the news is thus summed up by the *Japan Times*:—

"We have had a most quiet fortnight—it may be a lull before a storm. The Ministers are preparing for their flight southward; Messrs. Satow and Mitford, of the English Legation, left several days ago in the *Rattler*. Letters have since been received from these gentlemen stating that the works have been recommenced at Osaka and Kobe, and that everything is quiet. Our own despatches from Mr. Seare are only to Nov. 25. Sir Harry Parkes will leave in the *Adventure* next week; M. von Brandt probably goes with him. The *Basilisk* went down on the 12th inst. The American ship will take General Van Valkenburgh to the scene of action on the 20th or 21st, and the French Minister is not likely to be far behind his colleagues.

"The anxiety with which we all await the report of the foreign representatives on the political position at Kioto will be readily appreciated by our readers abroad—for most of them share it. Nothing more has been heard, that can be at all relied on, since we last wrote, of the progress of events. The Council of Daimios has not yet been assembled, so far as we know; travelling in Japan is, as yet, still accomplished at a foot pace. The Yedo people are propagating a rumour that their master is to be reinstated as Shiogoon, with fuller power than ever; that he is to be the real master of the country, and rule with the assistance of the *kokushi* Daimios. Echizen gave the first fatal blow to the power of the Shiogoons, when he freed the Daimios from the obligation of living at Yedo every alternate year and Shimadz Saburo (Satsuma) still further damaged it by procuring the Mikado's order that the Shiogoon should live at Kioto instead of Yedo. That these men should forego the advantage they have gained and voluntarily return under the harrow from which they have escaped is hardly to be credited. That the Shiogoonate, the command-in-chief of the army, will be retained is, of course, likely enough; but that it should be restored in all its old despotic power over the Daimios, as the only executive power in the country, is impossible. It is to be hoped that our Ministers will be cautious how they meddle with the matter; the Princes of Japan will ill brook interference, and some of them are still so ignorant of the power and means of their Western allies as to be quite capable of an attempt to expel us from the country, We cannot but think our appearance at Hiogo in great force is injudicious at this crisis; the opening of these ports might have been deferred with great advantage for three or four months; the concession would have cost us nothing, and would have been well appreciated by the leading men among the *kokushi* Daimios. The plan we have adopted risks much.

"The Chamber of Commerce has issued a report upon the conduct of the Foreign Ministers regarding the new ports. Sir Harry Parkes has attempted to reply, in a letter, a copy of which he has sent to the *Japan Herald*, but his despatch does him very little credit. He lays great stress upon a point which he assumes:—that at the meeting which received the report only twelve members were present, and that its adoption was carried by a bare majority of two. He further states that there are over a hundred mercantile firms in Yokohama, some sixty of which are British. Reasoning from these premises, he writes:—'It seems to me therefore that in justice to the many, who do not appear to have taken part in these proceedings of the Chamber, it is not necessary that I should regard this resolution as air representation of the opinions of

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the community, or at least of the British portion of it, whose interests alone I have to consider.' We do not pretend to know, of course, who has been amusing himself at Sir Harry's expense, but the information on which he has founded his argument is simply worthless. The Chamber of Commerce consists of forty-six members, and of these nineteen were present at the meeting which was called to consider the report of their special committee—a very fair proportion. The report was adopted without one dissentient vote. Sir Harry's calculation of the numbers of mercantile firms in Yokohama is also incorrect; there are about sixty merchants in Yokohama of all nationalities. Sir Harry's letter, to conclude, may read very well at the Foreign Office, where the pretty little fiction of the majority of two will be received as gospel, but it will hardly go down with the House of Commons if any inquisitive member, say the honourable gentleman who sits for London-super-Mare, rise in his place to ask how English mercantile interests are protected in Japan."

It is with the deepest regret that we have to announce the death of the Abbé Prudence Seraphin Girard, for years the respected and beloved chief of the Catholic Mission. Pulmonary disease carried him off, after a very few days' illness, on the 9th inst. He was a true Christian gentleman, and the varied crowd of all nationalities and all faiths which filled the church and its enclosure to the very gates, on the occasion of his funeral, was more than a mere evidence of the general esteem in which he had been held—it was typical of public opinion regarding him during the whole period of his labour here. Amiable, highly accomplished, the first, *facile princeps*, of all our Japanese scholars, religious of the true religion of charity and love, and a faithful, earnest servant of duty, the Abbe Girard was a friend to all, and no man was his enemy but the base and the mean, to whom virtue is always an offence.

There is more than the average amount of sickness at present in the settlement though the weather is absolute perfection—an "Indian Summer" without its enervating calm.

The following items are from the *Japan Herald*:—

H.M.S. *Basilisk*, which left this port on the 11th Dec., *en route* for Hiogo, returned on the 14th, having narrowly escaped total destruction by fire. On the 13th, when about 130 miles from Yokohama, from the upsetting of a can of turpentine by one of the crew, the vessel caught fire, and was quickly in flames. Owing to the dense smoke that prevailed, it was not until the ship had been half filled with water that the flames were mastered and the fire extinguished. The greater part of the Government stores, sails, ammunition, and officers' provisions have been much damaged; the ship, however, fortunately escaped without serious injury. The flames at one time were within six inches of the magazine, and had it not been for the good conduct and disciplined state of the crew, their prompt attention to orders and the cool manner in which all hands went to work, we should have had to record a more terrible and serious disaster. The *Basilisk* will probably be ready to leave again for Hiogo in another week.

A case of a somewhat unusual nature has been tried before H.B.M.'s Consul, in which the plaintiff, W. D. Boyd, sued a Mr. Waugh for a certain balance of account due to him. The defendant did not deny the indebtedness, but pleaded that he had paid the amount to Mr. Thomas Eskrigge, who, together with Mr. A. Urquhart, had advertised themselves in the public papers as receivers of the estate of W. D. Boyd and Co., duly appointed as such by the creditors of the above-named firm. The plaintiff argued that any such arrangement made at a private meeting of his crecitors, not being made by deed, he had full power to revoke, and that he repudiated such arrangement. The Court, however, disagreed with Mr. Boyd's vacilating mode of procedure, and gave judgment for the defendant. We hear that it is not intended to let the matter stop here, an action for $10,000 damages being talked about.

We (*Japan Herald*) understand that a French Club is in course of formation, and from the fact of the organisation being in the hands of an energetic and popular member of the French community (Mr. Ravel), who has been elected chairman by the committee, we have no doubt but that the project will be a success. There are, we hear, over thirty members already enrolled. We have in Yokohama the Club "Germania," where our German friends may wile away their leisure hours at bowls and billiards, and we see no reason why we should not have a similar institution, where dominoes and the *carambolage* may be the order of the day.

A meeting of American citizens has been held, under the presidency of Commodore Goldsborough, U.S.N., to express regret at the untimely death of the late Captain Watkins, of the Pacific Mail Company, and of sympathy for his afflicted family.

The remains of the late Commodore Watkins were conveyed on board the *China* for transport to America, where they will be placed in the family vault; during the transfer of the coffin to the steamer all the vessels in harbour struck their colours half mast.

The following is the text of the report of the Chamber of Commerce above alluded to:—

The undersigned, a Committee appointed to take into consideration the near approach of the opening of Osaka and Hiogo, and to embody their views on the subject in a report, find the following facts to deal with:—

1st.—The publication of the Convention which arranged for the opening of these places, made in the local newspapers officially under date of May 16th, 1867. Here it may be stated that the plans referred to in this Convention were not made public.

2nd.—That as early as the 7th of February, 1867, the General Committee of the Chamber of Commerce, in view of the prospective opening of Osaka and Hiogo, addressed a letter to the only representatives of the treaty Powers then present in Japan, namely, those of Great Britain, the United States, France, and Holland, offering to send a deputation from the Chamber to those places.

3rd.—That replies were received to this communication from the representatives of Great Britain and Holland only.

4th.—That no further information has been received by the Chamber from the Representatives of the Treaty powers; that the only direct information received by the Chamber on this subject, so important to the interests of trade in and with Japan, has been supplied by an *employe* of the Japanese Government, which is pronounced inaccurate, through the columns of a local newspaper, by the Governor of Kanagawa, and although clearly given for the information of all connected with foreign trade, must, while unconfirmed by our officials, of necessity be accepted with some degree of reservation.

An examination of these facts leads the Committee to the following comments:—

1st.—That from the publication of the Osaka Convention, and in consideration of the fact that the foreign representatives alone had access to places unopened by treaty, the foreign communities of Japan had a right to expect from such representatives information with reference to the arrangements for trade at these new places, so that, when going to carry into practical effect the objects for which alone the treaties have been made, they would know at least something of the conditions under which they will have to reside there, and of the provision made for the security of their own property as well as of that entrusted to their care.

2nd.—That the General Committee of the Chamber of Commerce in addressing a letter to the foreign representatives and offering to send a deputation from their body to Osaka and Hiogo to gain such information as was especially within their province as a Chamber of Commerce and the scope of their ability as practical merchants to obtain, did that which it was incumbent upon them to do, and there is no doubt that such a deputation could and would have collected information of much value to those interested in the trade with Japan, as well as have afforded great assistance to the foreign representatives in the arduous duties which devolved upon them.

3rd.—It is a matter of regret that the reply to the Committee's letter received from his Excellency H.B.M.'s Minister should have been of so vague and unsatisfactory a character; and while the promise of assistance in carrying out the views of the Chamber contained in that from the Diplomatic Agent for Holland remains unfulfilled, it must be a source of disappointment to the members of the Chamber that the communication of their Committee to the Ministers for France and the United States was considered to be of so little importance that it remains even yet without acknowledgment.

4th.—In commenting upon this it appears necessary that the Committee should examine the several clauses of the convention providing arrangements for the opening of Osaka.

Articles I. to V. inclusive provide for suitable ground being set apart at both Hiogo and Osaka for the residences and tradal purposes of foreigners going to those places, stating specially in regard to Osaka "that the Japanese Government is willing that foreigners of those nations having treaties with Japan shall enjoy at Osaka the same facilities as are secured to those by treaty at the Ports."

Article X. provides that "insurable warehouses in which the goods of foreigners may be stored in bond will be provided by the Japanese Government both at Hiogo and Osaka, in the same manner as is stipulated in the Convention of Yedo."

These provisions appear clear and well considered, and if faithfully carried out, would doubtless suffice for their object. The *employe* of the Japanese Government above referred to, intimates however that the details of the arrangement are not yet agreed upon. His letter on this subject is so full and to the point that the committee think they cannot do better than give it entire, adding to it a minute drawn up by order of the Governor of Osaka. In connection with this the committee find it necessary to refer to ground plans of Osaka and Hiogo exhibited within the last few days at H.B.M. Consulate at this port for the information of British subjects. Although not officially in the hands of the Chamber, the manner in which these plans are put forth entitles them to be regarded as authentic. An examination of them shows that no provision is made at Osaka for the bonded warehouses as stipulated by the convention, while the small size and limited number of the lots indicates very clearly that foreigners will not "enjoy at Osaka the same facilities for leasing ground and building houses as are secured to them by treaty at the ports."

In view therefore of these facts and the deductions drawn from them, the Committee deem it proper to report to the Chamber that no positive information of any kind has been received from the Foreign Representatives relative to the important change so soon to be made in the position of foreign trade in Japan. There is nothing to enlighten those who are prepared to employ their energies and risk their capital at these places in order to give practical effect to the several Treaties of Commerce with

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Japan, and especially to the Convention of Osaka of the 16th of May last, save the promises made in that Convention.

The committee think that the Chamber has cause for loud and strong complaint against those to whom our Governments have entrusted the interests of trade in Japan for not having supplied the information which it sought, and which it showed itself prepared to assist them in obtaining. The action of the general committee in February last, three months before the Convention was made, and when it first became known that the matter was under discussion in Yedo, shows that the Chamber neglected none of its duties, but endeavoured to give that aid to commercial interests imperatively called for at the hands of a public body so especially constituted for the protection and fostering of trade.

In conclusion the committee recommend that this report be printed, and that copies be forwarded to the foreign representatives accompanied by a letter from the chairman of the Chamber requesting them to transmit the same to their respective Governments. Also that copies of the report be sent to the several Chambers of Commerce in Europe, the United States, and the East, and to the local newspapers for publication.

The Committee in making this recommendation feel that this is the only course for the Chamber to pursue. The opening of Osaka and Hiogo on the 1st January next makes it now too late for any new information to be of service, and it should be clearly recorded that notwithstanding the enterprise shown by those who have developed the trade with Japan into what it now is, they are left in as complete ignorance of the means to be taken even for the protection of their lives and property at the new places to be opened, as they were when they came to Japan under the first treaties in July 1859.

JOHN G. WALSH,
H. J. HOOPER,
ROBT V. GRAHAME, } Committee.

NAGASAKI.

From Nagasaki we hear that the *City of Nantes* had been out on a trial trip and was reported as sold. The *Keangsoo* had been taken over and departed for Kagosima. The British Admiral Sir Harry Keppel and his entire squadron left for Hiogo on the 11th Dec.

CHINA.

TIENTSIN.

A letter dated Dec. 7 says :—

Mr. Burlinghame left here in H.B.M. gunboat *Dove* on the 6th for Takoo. On the *Dove* passing the American and Danish Consulates their flags were dipped as a farewell mark of esteem for his Excellency the first Chinese Ambassador. In the *Peking Gazette* of the 29th ultimo there is an edict notifying that Col. Muh-tangah had at Pachow, a district city 100 le from Tientsin, fallen in with the body of mounted robbers who had been lately infesting the route from Peking to Tientsin, and had destroyed over a hundred of them, besides capturing a number of horses and getting possession of a quantity of arms.

The steamer *Miaca*, which started from here on the 21st, and had her shaft broken while going down the river, will, it is now understood, be able to leave this port under sail for Shanghai, some Chinese having engaged to pull her down to Takoo.

A fire broke out in the north-eastern suburbs of Tientsin on the evening of the 4th, and before being got under destroyed a considerable quantity of house and other property. The weather has become remarkably mild and the river is at present quite free from ice from here to Takoo, so that boats with cargo arrived here this morning (7th inst.) from that place. After the departure of the *Szechuen* and *Ying-tze-fei*, we do not expect any other steamer here from Shanghai this season.

We are led to understand that our Commissioner of Customs has already made arrangements to bring the Tientsin mails from Chefoo or Chinkiang during the winter. The U.S. war steamer *Ashuelot* arrived at Takoo at 11 A.M. on the 6th, and she would leave with his Excellency Mr. Burlinghame and suite for Shanghai. H.B.M. gunboat *Dove* returned from Takoo to her anchorage off the British Settlement this morning. As there is every appearance of a northerly gale coming on which would close up the river from here to Takoo in twelve hours, the *Dove* dared not make any stay in Takoo, beyond what was necessary to place his Excellency and suite on board the *Ashuelot*.

Another letter, dated 14th Dec., says :—

With regard to the 5th clause of the local suggestions by the Tientsin community to his Excellency Sir Rutherford Alcock, to the effect that the public business of the Customs should be carried on in one building, I now learn that Commissioner Dick had already taken steps to have this done ; and that the Inspector-General of Customs, Mr. Hart, had sanctioned his application on the subject. It is, therefore, very probable that by the middle of next season we shall be in a position to transact all our Customs' business in one building, near the river side. The carrying out of this plan will prove of inestimable benefit to mercantile people and masters of vessels, in transacting their Customs' business expeditiously ; and we have therefore again to thank Mr. Dick for attending to the wants of the mercantile public, by effecting the above mentioned arrangement.

We hear of bodies of mounted robbers appearing at several different points in this province ; and there is every cause to fear we shall see this region much disturbed this winter by the depredations of banditti and starving people combined.

There is still a little business doing in manufactures, but the quantity done is indeed of a very small description. The opium market is rather quiet, and, until the river is closed for shipping, rates are not likely to advance.

A French priest, who was travelling between Peking and Tientsin, I understand, fell into the hands of some local robbers the other day, who deprived him of his baggage and personal covering, sending him on his way in a state of nudity—a rather unpleasant way of journeying in the month of December in the province of Chihle. This treatment was bad enough even to make a priest swear. I would certainly consider it beyond a joke to be going through the country in such light marching order.

(To the Editor of the *North China Herald.*)

Sir,—The following, taken from the "Tientsin Customs Returns" for the month of November, shows a considerable increase in the imports of Grey and White Shirtings and T-Cloths over the corresponding month last year This list includes the cargo ex *Our Queen*. Since we last had this pleasure, prices of most descriptions of cotton goods have fallen considerably, owing to the anxiety of holders to reduce their stock before the close of the season. We now quote 8 lb. Grey Shirtings 2.34.40 taels, white 66 reed 2.40 taels, and 7 lb. T-Cloths 1.85.90 ; but these figures are all nominal, as there is no demand now for the interior, and the only sales to be effected for the next three months will be small parcels for local consumption.—

Yours very truly,
PLATT and Co.

Dec. 7, 1867.

SHANGHAI.

The dates are down to the 24th December. The London mail of October 29 arrived out on 20th December. Telegrams via Kiachta, from London to 21st November, had been received.

The following items are from the *North China Herald* :—

Mr. Burlinghame has arrived from Tientsin in the U.S. vessel *Ashuelot*. His appointment as Ambassador from the Court of Peking to the Treaty Powers of the West is confirmed. Our correspondent gives the following account of the matter :—When the Cabinet were apprised of Mr. Burlinghame's intended final departure from Peking, he was invited to a farewell banquet, during the course of which Wen-tajen, who is the controlling spirit of the Government, expressed a hope that their guest would, in his own country, like Sir Frederick Bruce, continue his friendly offices in behalf of the Chinese Government. Mr. Burlinghame assured the Cabinet Ministers that he would endeavour to do so. It was intimated that perhaps he could be persuaded to render that service officially. Soon after, to the surprise of the diplomatic corps, Mr. Brown, of the British Legation, was addressed on the subject, and next the counsel of Mr. Hart was asked ; and finding that these gentlemen and all the Ambassadors thought favourably of the scheme, and were in favour of the appointment of the American Minister as Ambassador to their respective Courts, the request was formally made to Mr. Burlinghame by Wen-tajen, to accept the mission, and agreed to by the former.

Are we to consider that Mr. Burlinghame has been selected through conviction in his superior intelligence, or because the Son of Heaven still declines to acknowledge equality with other earthly sovereigns, by deputing one of his own subjects to their councils ? That the decision to appoint Mr. Burlinghame was arrived at so rapidly as our Peking correspondent declares, we do not believe for a moment. The Chinese mind is not given to sudden bursts of after-dinner inspiration, and to instantaneous action thereon—especially in so weighty a matter as deputing a representative to the once despised Governments of the outer world. We may be sure that, however suddenly broached, Mr. Burlinghame's appointment has been long and carefully thought over. Our correspondent says : "And next the counsel of Mr. Hart was asked." We would rather believe that the counsel originated in Mr. Hart's own brain. The influence enjoyed by that gentleman at the Chinese Foreign-office is the less known that it has been imperceptibly acquired and is quietly exercised. But instances of its existence do occasionally crop out ; and we fancy the present surprise may be traced to Mr. Hart's initiative. If so, he deserves no less credit that the measure is a half one. In this, as in other respects, we must accept the step gained, and score one more notch in the wheel of progress, hoping that the crank may soon be given another turn. The permission to Chinese subjects to own foreign ships, the appointment of harbour

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masters at the several treaty ports, the placing of pilotage on a sound basis, have been all so many notches gained during the past year.

A circular has been issued by the trustees of the seamen's church, referring to the successful completion of that building, and asking for help to meet extra expenditure that has been incurred in connection with it; and in order to pay the passage to England of Mr. Kaufmann, whose health has broken down. The successful completion of the church and the establishment of the sailor's library and reading-room in connection with it are greatly due to Mr. Kaufmann's exertions. The institution is a most useful and beneficial one, and we have no doubt the call made by the trustees will be responded to.

A meeting of electors on the French Concession has been held to discuss the contract by which the Municipal Council have guaranteed 8 per cent. to the shareholders in the French Gas Company. A long discussion took place, at the end of which the contract was ratified.

On the night of the 30th Nov., while the ship *Hindostan* was at anchor under the Saddle Islands, thirteen Chinese came on board her, reported that their junk had been taken by pirates, and begged for protection. This was the second time, they said, they had been attacked on the passage from Chefoo. The first time they got off, after losing only a part of their cargo; but the second time they lost junk and all. The *Hindostan* saw some junks at a distance, and could see that they were having a battle, but could not give any assistance.

H.P.M. frigate *Vineta* has got safely into dock. It will be remembered that some doubt existed as to whether the Hongque dock could receive her.

Another gunpowder explosion, on a small scale, has occurred in Hankow. Some soldiers fired a gingal so close to a bucket of powder, that the fire was communicated to it and the whole exploded, hurting a dozen of the men more or less badly.

A Kiukiang correspondent writes:—"Another piracy in the Poyang Lake—the third this year—has dispossessed another teaman of the produce of his year's labour—5,000 taels. This of course implies another chop being sent to Shanghai direct next year via Hangchow. In fact, it is not at all unlikely to influence a large quantity of tea away from this port next season. It would be a shame to add to the number of pirates by putting safe steamers on the lake, and thus throwing more honest junkmen out of employment. Or it might act the other way, and, leaving the rogues no sycee to prey upon, drive away the bands already formed."

Complaints are made of the comfortless barn in which the majesty of British law is vindicated in Shanghai. In a case where three or four counsel are employed, they have difficulty in crowding on to the solitary bench available, and their clients are fain to stand anywhere within hail. As for the representatives of the press, they are lucky if they can get a chair, and are not obliged to use the wall as a table.

The trial Regina *v.* C. Treasure Jones, for embezzlement of money while in H.B.M. Consular service, has ended in the dismissal of the jury. The jury retired about 4 P.M., and returned in the course of half an hour. They stated they found the prisoner had received the money, and also that he had appropriated it to his own use, but with what intent the evidence did not show. The Judge said this last was the main point to be decided; and they had better retire again and say whether they thought the prisoner took the money with intent to defraud the Crown, or by a mistake. Eventually they again returned about 5.30, and announced through their foreman, that there was no chance of their agreeing on a verdict, as they were divided on the question of "intent to defraud." The chief Judge discharged them, and directed that the prisoner should be kept in custody, until the pleasure of the Crown could be ascertained, as to whether he should be re-tried. Bail would be accepted.

In the Bankruptcy Court, Edmund Warden obtained his discharge. C. T. Jones obtained further time to produce accounts, and on Maitland, Bush, and Co. a divided was declared at 24 per cent.

On promises of good support by the several wharf and dock owners at Hongque, the gas company (British) intend to extend their mains as far as Dents' godowns (S.S.N. Co.'s lower wharf).

A sharp shock of an earthquake was felt at Ningpo. The clocks stopped, chandeliers swayed, and water in earthen jars rippled violently. The barometer at that time stood at 30.30, and the thermometer at 60; the air close and sultry. The shock appeared to come from the eastward, and was evidently felt much more severely at Ningpo than in Shanghai. The Chinese say that a recurrence of the phenomenon will portend the approach of rebels.

A meeting of the land renters has been held at Hankow, to discuss the necessity of repairing the bund, a portion of which had fallen in, and on account of the unsatisfactory state of the municipal finance. The first was ordered to be repaired, but the necessity of providing funds for the purpose does not seem to have been so clearly appreciated.

HONG KONG.

The London mail of 10th November arrived out on the 24th December. The latest dates are down to the morning of the 29th December (Sunday).

The newly-formed "Hong Kong Association" has held a meeting at the rooms of the Chamber of Commerce, and adopted a Memorial to the House of Commons on the subject of the military contribution. At page 67 will be found a full account, which we take from the *China Mail*.

The following announcement has been made in reference to the affairs of Messrs. Dent and Co.:—

NOTICE.—John Dent, Francis Chomley, Henry William Dent, Alexander Turing and Hans Peter Hanssen, trading together in partnership as merchants at Victoria, in the Colony of Hong Kong, and in the Empire of China, under the style or firm of Dent and Company, having been adjudged bankrupts under a petition for adjudication of bankruptcy filed in the Supreme Court on the Twenty-ninth day of June, in the year of Our Lord One Thousand Eight Hundred and Sixty-seven, are hereby required to surrender themselves to William Hastings Alexander, Esquire, Registrar of the said Supreme Court, at the first meeting of creditors, to be held before the said Registrar on the Thirteenth day of January, One Thousand Eight Hundred and Sixty-eight, at eleven of the clock in the forenoon precisely at the said court.

F. S. Huffam, Esq., acting deputy registrar, is the official assignee, and Mr. William Gaskell is the solicitor, acting in the bankruptcy. At this meeting the registrar will receive the proofs of the debts of creditors, and the creditors may choose an assignee or assignees of the bankrupts' estate and effects.

All persons having in their possession any of the effects of the said bankrupts must deliver them to the acting deputy registrar, and all debts due to the bankrupts must be paid to the said acting deputy registrar.

Hong Kong, this 21st day of December, 1867.

(FROM OUR OWN CORRESPONDENT.)

The last English mail carried home what was doubtless considered by those interested in China the somewhat startling intelligence that Mr. Burlinghame, the U.S. Minister at Peking, had been "appointed" Chinese "Ambassador" to the Courts of Europe; and the intelligence may have seemed preposterously untrue to those best acquainted with the disposition of the Chinese Government and the estimation in which they hold their Yankee would-be "allies." There is, nevertheless, a substratum of truth in the matter, though it bears but a small proportion to the magnificent dimensions of the rumour. Having been placed in possession of the leading facts by one of the principal actors in the comedy, I am enabled to communicate the real history of the affair, which has been kept with care from publication in the Shanghai newspapers. In former letters I have already touched upon the determination manifested by the French in China to push themselves more prominently to the front rank in influence, and more especially to get a "grip" at the Customs' administration, in which Mr. Robert Hart's brilliant (pecuniary) success has given them good cause for intense envy. M. de Meritens, the ambitious Frenchman occupying the post of Commissioner of Customs at Foochow (and formerly French Secretary of Legation at Peking), has made no secret since the arrival of H.E. the Comte de l'Allemand of the determination existing to push him into Mr. Hart's place, and an opportunity of delivering a blow at Mr. Hart was found and eagerly made use of in the suicide of Colonel Kleckowski, the Commissioner of Customs at Amoy, who was stated to have drowned himself under the influence of despair at the unjust persecution to which he was subjected by Mr. Hart in consequence of a charge of embezzlement. Other and more probable causes are indeed assigned for the suicide, but the responsibility of the act was saddled by the French Legation on Mr. Hart; and M. de Meritens, after holding a volunteer investigation at Amoy, hurried to Peking, where Prince Kung and his Ministers were assailed with such pertinacious fury that, in order to settle the case, a gratuity of fifteen thousand dollars was bestowed on the deceased's family, and full reparation to his memory was declared to have been made. Mr. Hart felt his pedestal, never too secure, rocking beneath his feet; and inasmuch as the intention was well known to exist on the part of the French of demanding an equal share in the supreme management of the Customs when the Treaties came to be revised in

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1868, a scheme was concocted in accordance with which the revision should, if only possible, be postponed; and Mr. Burlinghame, who, with the very best results as regards the rapid promotion of his friends and political protegés in the Customs' service, has given Mr. Hart his undivided support at Peking, was prevailed upon to do whatever might be possible in Europe and the United States for the purpose of securing Mr. Hart's position in the Chinese service. Hereupon followed the "unexpected" request at the parting banquet with Prince Kung to "represent" China abroad, the coquetry of despatches, &c., as you will read in the Shanghai newspapers.

That Mr. Hart finds himself very "shaky" at Peking is undoubtedly true, and it is not only highly desirable that he should be so, but also what has long been looked for. His Inspectorship of Customs has almost wholly disappeared from practical existence, and has become merged in the position of unseen manager of the foreign relations and correspondence of the Chinese Government. Only too glad to be rid of the trouble and "bother" of conducting foreign affairs in accordance with the usages of civilised Governments, and delighted to be able to make use of one barbarian for the discomfiture of all the rest, Mr. Hart has been constituted the sole arbiter of foreign relations by the Peking Government. In this capacity he has been enabled, substantially, to reward the support he has received from the U.S. Minister, and the $40,000 salary which Mr. Burlinghame is to receive from the Chinese Government for his expected services is only a small portion of the benefit he has derived from his compact with Mr. Hart.

But Mr. Hart has probably been quite clever enough to foresee that such a position as he has carved out could only be a temporary one, and that personal profit combined with political influence make a fair quarry for the ambition of others. Had his functions (magnificently paid as they already are in a legitimate way) been really confined, as in name they are, to the administration of the Customs' revenue collection, the vastly preponderating interests of Great Britain might have long continued to justify the chief direction being centred in the hands of an Englishman (or rather Irishman); but when political influence is added to the position of a paid subordinate of the Chinese Government, other nationalities infallibly awake to the desirability of introducing their own fingers into the tempting fire, and hence the present situation of affairs. That any efforts will enable Messrs. Hart and Burlinghame to save the Customs from French intrusion must be deemed a vain hope, and, in the course of the next twelve months, we shall probably see the entire institution remodelled. It is to be hoped that when this desirable result is brought about the mischievous and unwarrantable system under which the foreign Inspector of Customs has been allowed to reside at Peking and occupy himself with political intrigues will be brought to an end. British interests have, perhaps, not suffered to a considerable extent by Mr. Hart's unseen dealings at Peking (though upon this point so different an opinion exists that it is only recently the Inspector-General was accused of "Fenianism"); but the yoke of a French conspiracy in the recesses of the Chinese Foreign Office would speedily become too grievous to be borne. The solution of the difficulty will probably be found in reverting to the original scheme of an International Board of Commissioners residing at Shanghai. The institution of a board of this kind would vastly simplify matters and accelerate the improvement of the *bona fide* Customs' service.

We shall wait, in China, with amusement if not with anxiety, the upshot of Mr. Burlinghame's burlesque mission. As it is well understood that he is proceeding home with a view to political operations prior to the elections of next autumn in the United States, we shall not be surprised to learn that he earns the greater portion of his Chinese salary upon his native soil. What view the French Government will take of these ingenious proceedings is another interesting question.

SIAM.

BANGKOK.

From this port we have advices to the 26th December. The following items are from the *Siam Weekly Monitor*:—On the 24th November Mons. Duchesne de Bellecourt, Minister Plenipotentiary of his Imperial Majesty at the Court of Siam, exchanged with the Government of this country the ratifications of the treaty recently signed at Paris by the Siamese Embassy. By order of his Majesty a large number of magnificently decorated barges were sent to conduct the French Minister and suite, and any of the French residents of Bangkok who might choose to witness the ceremony, to the Royal Palace. The ceremony concluded, the treaty was honoured by a salute of twenty-one guns; a salute of fifteen guns was also fired in honour of the French Minister. His Excellency and suite were now carried in sedan chairs placed on horses to the Royal Palace, where they were received by his Majesty in person, resplendent with diamonds and jewels, seated on his throne with all his Court around him as on one of the greatest state occasions. Monsieur Duchesne de Bellecourt, in a very intelligible and clear voice, then expressed the pleasure he had in thanking his Majesty, his Majesty's Ministers, and all his Majesty's subjects; congratulated himself on having been chosen by his Sovereign for so friendly and pleasant a mission, and then concluded with cordial wishes for the duration of the friendly relations that had always existed between France and Siam, also for the prosperity of his Majesty's kingdom and Government. His Majesty replied that he quite concurred in his Excellency's wishes, and hoped that the friendly relations that had existed for centuries between his kingdom and the Empire of France would never be disturbed.

We have the pleasure to inform our readers of the arrival of the Portuguese corvette *Sa Da Bandiera*, Captain D. S. Radrigues, on the 12th Nov., having on board his Excellency Jose Maria de Ponta Horta, Governor of Macao and Minister Plenipotentiary to Siam. This arrival has a stronger bearing on the welfare of our community than some would imagine, as it gives the Portuguese subjects an immense superiority in business transactions over any other, French excepted, and leaves the British subject, of whom there are hundreds here, far behind, in this manner: a Portuguese subject can now lay his difficulties before the Government of Macao with every chance of redress, while, if the affairs of a British subject demand investigation, the whole matter has to be sent to England at an immense expense. We would like to be informed by any of our readers who take interest in this matter, would it not be better for British subjects were the British affairs of Siam, political as well as judicial, placed under the supervision of the Singapore Government? if so, we are of opinion it would facilitate the giving of British subjects in Siam as much liberty as the Portuguese now enjoy.

The direct trade with Europe appears to be still on the increase. The *Lammermuir*, chartered by the Borneo Company to load home, arrived on the 2nd Dec., and the following vessels had sailed for Europe:—*Kestrel, Therese, Emmanuel, Drache, Marmion, Racer, Hanover, Red Deer*, and *Maury*.

The following is from Messrs. A. Markwald and Co.'s Market Report, dated 3rd December:—

RICE.—Our market continued to be fairly supplied with paddy and rice at about former prices up to a fortnight ago. Since then the grain came in more sparingly, but although this decrease in supplies could of course not fail in giving a firmer tone to the market, the more so as the demand for rice both for shipments to China and to Europe continued very brisk, still we are glad to be able to report that the advance in prices thus established does not exceed 5 cents per picul. Single boats of new rice begin already to make their appearance; larger quantities are promised for the end of this month, and with the fact before us, that a crop fully as rich as last year's one has been harvested, we believe to be justified in expecting a most satisfactory state of our market in January, when our new season will be fairly opened, as well with regard to the amount of supplies, as to the rate of prices ruling.

FREIGHTS.—We have to report the following charters with rice since date of our last report:—Glenroy, Mirage, Wm. Chandler, Katinka, Chowfa, Fairy, Stord, Wye, Ceres, Parsee, Rifle, Lyeemoon, Mary Mildred, Alice, and Harriet. A brisk demand for tonnage at firm and rising rates continued throughout the past month, and all vessels offered for charter were promptly taken out of the market. Since a few days the market is, however, weaker, owing partly to the continual discouraging news from the China Rice markets, partly to the greater scarcity of rice and consequently higher prices of that grain here, and at the present moment it is rather difficult to get employment, especially for larger vessels, with rice to China while there continues still some inquiry for smaller sized crafts to the south.

We are of opinion, however, that this momentary weakness of our freight market will not be of long duration. The supply of tonnage hitherto directed to our port has not been out of proportion to the demand, and we may therefore confidently hope to see a new impetus given to our freight market, and an advance in rates established as soon as the new rice season, the opening of which is close at hand, will bring us more plentiful supplies of rice and easier prices, even should the influx of tonnage during the coming months be on a larger scale than it has been during the past weeks.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates from this port are to the 6th January, but our files of local papers have unfortunately miscarried, so that we are unable to give the latest news.

The following is the statement of the estimates for 1868, which was shut out of our last issue:—

The revenue is put down at 1,409,452.34 dols.; and out of that

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for expenditure 1,292,343.75 dols. will be required, thus anticipating a surplus of over 117,000 dols., and it will be very creditable to the Administration if the result turns out as anticipated. The land revenue is put down at 52,506 dols.; rents exclusive of land, 22,794 dols.; the opium and other farms at 728,912 dols. They have just been let in Singapore for 43,817 dols. per month and the returns from Penang and Malacca will make up the amount; stamps, 114,560 (the new Stamp Act, No. 26 of 1867 comes into operation on the 1st of January next); port and harbour dues, 21,825 dols.; postages, 65,010 dols.; fines, forfeitures, and fees of Court, 50,150 dols.; naturalisation fees, 1,000 dols., and on this item a considerable increase could be obtained if those who are required to be naturalised were compelled to take out the necessary papers and pay the fees. The practice in the Colony in this respect is much too lax. Funds recoverable on account of convict expenditure from the Indian, Ceylon, and Hong Kong Governments, 114,650 dols.; and value of convict labour on public works, 155,751 dols.; and with the product of the gaol manufactures and other services of this department the sum is 161,634 dols.; reimbursements, 105,911 dols.; sales of Government property, 40,650 dols.; loans from court deposits, 45,000 dols., made up by 25,000 dols. to meet the estimated expenditure for the year on the new Government House, and 20,000 dols. for the new steamer; the difference between the purchase price of the *Peiho*, 62,000 dols., and the estimate sale price of 40,000 dols., will not be defrayed out of the loan, but out of the current revenue, and the amount of the loan which will have been raised prior to 1868 will not exceed 155,000 dols. With 9,000 dols. taken as the value of stores employed in public works, the total of the revenue is made up.

The expenditure is detailed as follows:—

SINGAPORE.—The Governor 27,378 dols., including everything, aide-de-camp, private secretary, clerks, house, servants, gardeners, and peons. The Clerk of the Council, 4,207 dols. The Colonial Secretary's salaries and office contingencies, 15,494; Colonial Treasurer, 9,556; the Auditor-General, 9,295; Colonial Engineer, 23,878; Surveyor-General, 6,122 dols.; Master-Attendant's office expenditure under various heads, as harbour and shipping trade, 12,979 dols.; light-houses and vessels, 2,613; Government vessels, the *Peiho*, 12,010 dols.; the *Rainbow*, 5,387 dols.; making a total for steamers of 18,799. The Postmaster-General, 6,648 dols.; the printing office, 1,582; Supreme Court—the Chief Justice, 12,918, a very low remuneration for such a responsible office; officers of the Court, 2,618 dols.; Registrar, 11,400 dols.; Attorney-General, 5,158; Court of Summary Jurisdiction, 13,244 dols.; Police and Marine Magistrates, 7,574; the ecclesiastical establishment, 4,205 dols.; Medical—salaries of a Colonial Surgeon, Assistant-Surgeon, 6,927 dols.; Civil Hospitals, 4,304 dols.; Convict Hospital, 918 dols.; Police and Gaol—the Commissioner of Police, 51,499 dols., including the police gunboat, 1,512 dols., half of which is recoverable from his Highness the Tumongong; the Sheriff, 3,569 dols.

PENANG.—Lieutenant-Governor's salaries and office contingencies, 14,413 dols.; the Assistant-Treasurer, 3,720 dols.; Assistant Engineer, 5,589 dols.; Assistant Surveyor, 2,528 dols.; Harbourmaster, shipping, and trade, 6,699 dols.; Assistant Postmaster, 2,777 dols.; Supreme Court Judge, 10,645 dols.; officers of the Court, 3,055 dols.; Registrar, 9,873 dols.; Solicitor-General, 2,352 dols.; Courts of Requests, 10,279 dols.; Magistrate, 2,373 dols.; Chaplain, 4,162 dols.; Assistant-Surgeon, 2,563 dols.; Civil Hospital, 1,797 dols.; Convict, 768; Prince of Wales Island and Province Wellesley allowances and salaries, 33,215 dols.; Deputy-Sheriff, 2,645 dols.

MALACCA.—Lieut.-Governor, 11,859 dols.; Assistant-Treasurer, 2,569 dols.; Assistant-Engineer, 4,001 dols.; Assistant-Surveyor, 4,114 dols.; Harbourmaster, 954 dols.; Marine, 3,893 dols.; Post-office, 245 dols.; Supreme Court Officers, 1,364 dols.; Registrar, 2,727; Court of Requests, 4,319 dols.; Police Magistrate, 700 dols., not including the magistrate; Chaplain, 3,518 dols.; Roman Catholic Priest, 272 dols.; Assistant-Surgeon, 2,563 dols.; Convict Hospital, 1,005 dols.; Assistant Commissioner and Coroner, Town and Frontier Police, &c., 16,523.

The foregoing is the estimated expenditure of the office establishments, and amounts with salaries, allowances, and office contingencies to 441,464 dols. Then there are political pensions to the amount of 5,640 dols. for Singapore, 10,252 to the Rajah of Quedah and the family of Bundaharah of Quedah on Penang account, 3,130 dols. to Syed Allee of Johore and Syed Sabban on Malacca, making in all 19,022 dols.; and superannuation allowances, 7,811 dols.; and annuities to landed proprietors, 4,905 dols., and various other small items, which, however, are collectively of a considerable amount. Then among the details of expenditure not included under the head of establishments, are 6,819 dols. for education in Singapore, 4,078 dols. at Penang, and 3,462 dols. at Malacca, in all for education, 14,360 dols. Out of this the Singapore institution is down for 2,502 dols.; the Malay vernacular schools, 2,800 dols., half of which is, however, recoverable from his Highness the Tumongong; the Brothers' School, 500 dols.; and the Sisters, 400 dols. 432 dols. are given in scholarships, the Penang Free School, 1,200 dols.; Protestant School, 360 dols.; Roman Catholic, 570 dols.; the English School at Malacca, 1,800 dols.; besides several other schools there is 75,000 dols. for the purchase of a new steamer, 7,000 dols. for a new steam launch and steam cutter, 4,000 dols. for new boilers for the *Rainbow*, 6,000 dols. for stationery, 141 dols. for wine for the Holy Communion and washing surplices; extras for medical department, 15,388; police, 13,787 dols.; gaols, 32,150 dols.; convict department, 113,900 dols.; and 6,000 dols. extra for travelling allowances of the Governor and officers of departments, "exclusive of petty charges for gharry hire," &c., &c. We next come to public works and buildings. We find that 18,000 dols. will have been spent on the new Government house by the end of this year, and 25,000 dols. is intended to be next year, irrespective of the value of the convict labour to be employed; that 46,515 dols. will have been spent this year on the water-works, and 2,000 dols. will be next; that 2,500 dols. will be required for the civil magazine at Malacca; and altogether 94,938 dols. will be expended on works and buildings next year, exclusive of establishments and inclusive of cash value of stores and convict labour; 44,775 dols. on roads, streets, and bridges; 750 dols. for the destruction of wild beasts; 10,000 dols. interest at 5 per cent. on 200,000 dols. Colonial bonds; and the no trifling sum of 279,060 dols. for the very trifling military force we have in Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

AITKEN—On the 22nd Dec., at No. 101, Queen's-road, the wife of A. G. Aitken, Esq., of a daughter.

BROCKLEBANK—On the 20th Jan., the wife of S. Brocklebank, jun., Esq., of Liverpool, of a daughter.

CHALDECOTT—On the 21st Jan., the wife of T. A. Chaldecott, M.D., of Beomond, Chertsey, of a son.

CURTIS—On the 21st Nov., at Yokohama, the wife of Mr. W. Curtis of a daughter.

JARDINE—On the 21st Jan., at 24, St. James's-place, the wife of Robert Jardine, Esq., M.P., of a son.

LEVESON—On the 27th Jan., at No. 1, Hyde-park-gate South, the wife of Edward John Leveson, of a son.

MATHESON—On the 14th Jan., at Hampstead, the wife of Hugh M. Matheson, Esq., of a son.

PADDAY—On the 15th Jan., at 6, Stanley-terrace, Notting-hill, the wife of Reginald Paddday, Esq., of a son.

WILSON—On the 8th Jan., at Wimbledon, the wife of Craven Wilson, Esq., of a daughter.

MARRIAGES.

BIGNELL—SPARKMAN.—On the 14th Jan., at St. George's, Hanover-square, by the Rev. Arthur J. Druce, Edmund Bignell, formerly of Ceylon, to Sarah Kate, only daughter of the late Frederick Sparkman, Esq.

BAKER—WILKIE.—On the 12th Dec., at Trinity Church, Shanghai, by the Rev. C. H. Butcher, Geo. Baker to Elizabeth Langan, youngest daughter of W. Wilkie, Esq., of Newcastle-on-Tyne.

CAMPBELL—NEVITT-BENNETT.—On the 30th Jan., at St. Marylebone parish church, London, by the Rev. Francis E. Tuke, cousin of the bride, Alexander Campbell, Esq., of Yokohama, to Elizabeth, eldest daughter of Rowland Nevitt-Bennett, Esq., of Cornwall-terrace and Lincoln's-inn.

CARTER—STUBBS.—On the 1st Feb., at St. George's, Hanover-square, by the Rev. Horace Roberts, Harold M. Carter, of Shanghai, son of the late Francis B. Carter, of Shanganagh, county Dublin, Esq., to Bessie, eldest daughter of the late John Stubbs, Ludlow, Shropshire, Esq. No cards.

DEVILLE—BELL.—On the 10th Dec., by the Rev. E. H. Thompson, at the residence of the bride's father, Mr. W. N. Deville to Fanny H., only daughter of Capt. Wm. Bell, Hong-que. No cards.

HEWLETT—WHITFIELD.—On the 18th Jan., at St. Paul's, Newington, Surrey, by the Rev. John Going, M.A., incumbent, Archer Rotch Hewlett, Esq., Consular Service, China, son of Thomas Hewlett, Esq., Harrow-on-the Hill, to Rose, fourth daughter of Richard Gullet Whitfield, Esq., of the Manor House, Newington, Surrey.

LOCKHART—MORRISON.—On the 23rd Jan., at Holyrood-crescent, Glasgow, Mr. James Lockhart, engineer, formerly of Shanghai, to Helen Harvey Morrison.

VAN VALKENBURGH—SCHOYER.—On the 25th Nov., by the Rev. James H. Ballagh, the Hon. R. B. Van Valkenburgh, Minister resident of the United States of America, to Mrs. Anna Schoyer, of Yokohama, Japan.

DEATHS.

BALDWIN—On the 4th Dec., at Foochow, Mary Lyda, infant daughter of Rev. S. L. and Mrs. E. E. Baldwin, aged 11 months and 4 days.

CRYDER—On the 22nd Jan., at Rome, John Cryder, Esq., of New York, aged 73.

DALY—On the 18th Dec., at Shanghai, Kate Daly, late of San Francisco, aged 26 years.

GIRARD—On the 9th Dec., at the Catholic Church at Yokohama, the Abbe Prudence Seraphin Berthelemy Girard, aged 46 years.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The market remains in the same unsatisfactory state of utter depression. No fresh sales of any importance have been made, and business is confined solely to giving delivery of old contracts. Prices of what goods are saleable in small parcels have still further declined. Cotton Yarn has suffered another fall of $2 to $5, and 28s. to 38s. are the only counts for which the least inquiry has existed. Black Velvets and Blankets are the only other goods at all saleable, and quotations for nearly all others must be considered almost nominal. We cannot look for any improvement until after the native new year. Cotton Yarn has suffered a further decline, 16's to 24's having fallen $5 a picul. No counts are asked for but 28's to 32's, and these have only been sold in very small quantities. Grey Shirtings: The demand for even this staple has fallen off, and even at the fall of 15c. it is difficult to place them. Black Velvets are still saleable; coloured not wanted. Woollens and Worsteds: All goods of this description are dull, and prices nominal, with a downward tendency. A little business in Blankets of good quality is the only exception to the general stagnation. Quotations are:—Cotton Yarn, Nos. 16 to 24 $52 to $55 per picul; Nos. 28 to 32, $65 to $68 per picul; Nos. 38 to 42, $57 to $60 per picul. Cotton Piece Goods: Grey Shirtings, 7 lbs., $3.5 to $3.15 per piece; 8.4 lbs., $3.50 to $3.60 per piece; 8.6 to 8.8 lbs., $3.55 to $3.65 per piece. White Shirtings, 56 to 60 reed, $3.50 to $3.70 per piece; 64 to 66 reed, $3.80 to $4 per piece; 68 to 72 reed, $4.20 to $4.50 per piece. T-Cloths, 6 lbs. $2.25 per piece; 6.8 to 7 lbs., $2.70 to $3.10 per piece.

SHANGHAI.—Grey Shirtings: A moderate business only has been done in Grey Shirtings since last mail, at gradually declining rates. Holders have been anxious to realise, and buyers have met them day by day as rates receded. Prices show a fall of 20 to 25 tael cents per piece on last mail's rates for 8.4 lbs. Cloth; 7 lbs. Cloth has been, owing to scarcity, less depressed than the heavier weight, and the fall in price is only 13 to 15 cents. Sales of 8.4 lbs. Cloth to arrive are reported at various prices, ranging from Tls. 2.30 per piece for ordinary chop ex Ajax, to Tls. 2.40 to Tls. 2.43 per piece for Eagles, ex sailing ship due in January or February. The market "to arrive" closes weak, at Tls. 2.30 per piece, but a reaction is looked for. Improved accounts from Chefoo have resulted in a good demand for shipment to that port, and we note several sales caused by this special inquiry. T-Cloths: These goods have changed hands to a greater extent than is customary at this season of the year, and, though low prices have been the rule, delivery has been prompt. Quotations for 7 lbs. Cloth are Tls. 1.85 to Tl. 2, the latter being for Mexican Cloth. 8 lbs. show a decline of about 5 cents per piece, at which small sales are reported. White Shirtings: All counts lower in value, and demand not brisk. A few sales are reported, and there is a small inquiry for favourite chops to arrive. Drills: Both English and American have been in fair request, and holders have generally met the market. White Figured and White Brocades: The low rates ruling have tempted buyers, and several sales are quoted at an advance on prices last current. Dyed Figured Shirtings and Dyed Brocades have also, owing to their comparative cheapness, attracted more attention, and sales of both have been effected, though in some instances at a reduction. The stock of these goods in first hands was much reduced, and an advance in price may fairly be looked for. Damasks, Chintzes, and Turkey Reds were very dull of sale, and could only be placed in small lots.

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Velveteens: Both 18 and 26 in. have been asked for, and several sales of the former are quoted at 15¾ to 17 cents per yard. The latter were in small stock, and wanted. Woollens: Camlets have been in good inquiry, at last rates. There was also a fair demand for S.S. to arrive, at Tls. 12.50 per piece for good assortments. Long Ells and Spanish Stripes continue saleable only in small lots at reduced prices. Figured Orleans were very difficult to move, even at reduced figures. Coals: The arrivals have been 2,675 tons Australian, and the cargoes of the Ocean Home and Lady Love. The total receipt for the month is about 10,000 tons, which is in excess of the market requirements, and prices have consequently given way. The Sir Ralph Abercrombie took her cargo to Japan on Government account, the Chillingham's Hartley cargo partly sold at Tls. 11.00 per ton, and the balance will, we hear, go in the vessel to Japan.

HANKOW.—In reviewing the business of this port, little change is noticeable in the demand for manufactures, but prices have declined, and the markets for most descriptions of goods closes weak at the quotations which were ruling as follows:—Grey Shirtings: 7 to 7½ lbs., 2.3.5 to 2.4 per picul; 8¼ to 8½ lbs., 2.5.7 to 2.6 per picul; 9 to 10 lbs., 2.6.5 to 8.0 per picul. White Shirtings: 56 to 60 in reed, 2.4 to 2.4.5 per picul; 64 to 66 reed, 2.5 to 2.5.5 per picul; 68 to 72 reed, 2.6 to 2.8.0 per picul. T-Cloths: 6 to 6½ lbs., 32 in. wide, 1.6 to 1.7 per picul; 7 to 7½ lbs., 32 in. wide, 2.1 to 2.2 per picul; 8 to 8¼ lbs., 36 in. wide, 2.4 to 2.7 per picul. Woollens: Spanish Stripes, 0.6 to 0.6.3 per yard; Habit Cloth, 1.2 to 1.5.0 per yard; Medium Cloth, 1.0 to 1.1.5 yer yard; Broad Cloth, 1.8 to 1.6.0 per yard; Camlets, English, S., 13.5 per picul; ditto, S. S., 12.5 to 13 per picul; ditto, S. S. S., 12 to 13 per picul; ditto, B. B. B., 16.5 to 18

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—A large business for America continues to be done in this market. The P.M.S.S. China took 148,000 lbs., and since her departure some 4,000 piculs more have been settled. Transactions have been mostly confined to medium and good medium sorts, with a few parcels of the finer qualities. Prices present a decided downward tendency, a concession in some instances of as much as $4 having been obtained. Stocks are rather reduced, and cannot be estimated above 3,200 piculs, but large supplies are believed to be on the way. Quotations were:—Fine, $31 to $34 per picul; good medium, $28 to $30 per picul; medium, $25 to $26 per picul; good common, $20,00 to $22.00.

SHANGHAI.—Black Teas: Notwithstanding the large stock of similar Teas on the London market, settlements have gone on at gradually higher prices, and at the close are two taels above last mail's rates, many of the Teas costing 3d. to 3½d. above London quotations. The market was firm, buyers being not satisfied. Settlements have been as follows:—Exchange at 6s. 1d. and freight £3 per ton. 8,700 chests common Oopack and Ningchow at 17 taels to 23—1s. 0½d. to 1s. 4d.; 10,200 chests common Oonam, at 16.7.5 taels to 18.7.5—1s. 0¼d. to 1s. 1½d. Reshipments, 600 chests. Stock, 8,800 chests, against 15,000 at same date last year. Total settlements and reshipments to Dec. 25, 330,000 chests, against 303,500 chests last year. Green Teas: Settlements of these have taken place to a considerable extent, and though prices have been very irregular, and some teas have been bought at an advance, the market generally stands at about the rates of last mail, say two or three taels below the highest of the season. Nearly half the purchases have been for England, and still show a good margin on London rates. The export to the two countries is five millions above last year's, but it is believed that the total yield of the season will show a deficiency; that is, will be only 23,000,000 to 24,000,000 lbs. The settlements comprise:—21,400 half-chests fair to fine Moyunes, taels 36 to 45 (2s. to 2s. 5½d.); 8,800 half-chests common to fair Fychows, 25.7.5 to 35.5 (1s. 5½d. to 1s. 11½d.); 4,700 half-chests fair to fine Teenkais, 39 to 41 (2s. 2d. to 2s. 3d.); 1,000 half-chests common to fair Pingsueys, 32 (1s. 9½d.); 1,000 half-chests common Shanghai packed, 28.5 to 29.5 (1s. 7½d. to 1s. 8d.). Reshipments, 1,000; Stock, 21,300 half-chests Fychow, Teenkai, and Moyune, 3,800 Pingsuey, and 2,000 Shanghai-packed; in all, 27,100 packages. Total settlements and reshipments to 24th December, 846,600 half-chests, against 225,700 half-chests to same date last year.

HANKOW.—Under date of 19th December, we learn that the business had been confined to 500 chests common Oonam, at tls. 11.7.5 (1s.), and 800 boxes Hankow-packed Tea at tls. 13 (1s. 1d.). Only 800 chests had been shipped to Shanghai. 1,800 chests were said to be in stock, and held for excessive prices. The season was virtually at an end, and we give no quotations.

KIUKIANG.—Our latest letters are dated the 20th December. Black Teas: Some 3,000 packages had arrived, 1,000 of which (common Hohow and local packed) had been taken at taels 11¾ to 13 (1s. 0¼d. to 1s. 1d.), the balance having been shipped to Shanghai, leaving a bare market. Green Teas: Settlements of these amounted to only 600 half-chests, at the equivalent of taels 34 to 39 in Shanghai; a few small parcels had been sent on to Shanghai, and only 2,000 packages remained in stock. Future arrivals would not exceed 20,000 packages.

SILK.

YOKOHAMA.—Advices from Europe continuing so exceedingly unsatisfactory, the fall so long anxiously waited for has begun, and it remains now entirely with foreign purchasers to ensure its decline to the proper point. Quotations show a difference of from $20 to 50 per picul on those of last mail, and in some cases even a greater reduction has been obtained. Mr. James Davison's circular states that fair hanks are obtainable up country as low as $600 per picul. The China left for San Francisco on the 6th December with 266 bales, about 180 of which were included in last mail's settlements. Besides this, purchases have been made to the extent of 480 piculs, and stock was estimated at 1,600 piculs. The ruling quotations were:—Mybash and Sinshu, best, per picul, $750 to 810; medium, $680 to 720; inferior, $550 to 650; Oshu, best, $780 to 800; Sodai, best, $680 to 700.

SHANGHAI.—Mr. Holdsworth's report dated 23rd December is as follows:—The latest dates received from Europe since my last Silk circular, are by letters to the 26th October, and by telegrams via Galle to the 25th November, the latter giving more favourable reports of the Home market. The limited business transacted for last mail, coupled with the near approach of the Chinese New Year causing many needy holders of silk to be desirous of quitting their stocks, and consequently to submit to a further decline in prices, has led to a considerable business, the settlements being estimated at 2,500 bales, of which fully 1,000 to 1,500 bales have been in barter against imports. Owing to the recent large transactions, prices have advanced, and as the mail is closing may be quoted fully:—Taels 15 to 20 higher for medium and common Tsatlees; 10 to 15 higher for good Taysaams; 10 to 15 higher for Hainings and Yuenfas. All other descriptions, with the exception of "Chin Cum" Taysaams which are lower, remain at about the same rates as those ruling at the close of last mail; and the market closes firm at the quotations given below. The unsold stock, owing to limited supplies, is considerably reduced, being estimated at only 1,500 to 2,000 bales, but further supplies are daily expected, and as several hongs have sent their agents to the producing districts to purchase for them, induced to do so by the extensive settlements of this mail, we may look for considerable arrivals, and as these silks should arrive about the Chinese New Year, at a time when, generally speaking, the native are pressed for money, we certainly ought to see lower prices ruling again before long. The closing quotations were as follows, laid down in London at exchange 6s. 1d. per tael:—Tsatlee Chop No. 1, none; 2, 27s. 8d. to 28s. 5d. per lb.; 3, 26s. 7d. to 27s. 4d.; Karshing and Taysaam Chop No. 1, 23s. 2d. to 24s. 3d.; 2, 21s. 8d. to 22s. 2d.; Yuenfa and Hainings, No. 1, 22s. 5d. to 22s. 11d.; 2, 21s. 5d. to 21s. 11d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Baltimore, Dec. 13, Cowper; from Glasgow, 6, Parana.

At SHANGHAI.—From London, Dec. 16, Peterborough; from Newport, 11, Annie Braginton; 23, Lady Love; from Cardiff, 13, Assyrian; 23, Ocean Home; from Shields, Dec. 7, Helen; from London, Jan. 1, Lahloo, Spindrift, Talbot; from Tyne, Tavistock; from Cardiff, Gloriosa (reported by telegram).

At HONG KONG.—From London, Dec. 21, Tweed; from Newcastle, 22, Lina, 24, Galatea; from Shields, 26, Queen of the Ocean; from Cardiff, 23, Gazelle; from Newport, Glenlee, (reported by telegram).

At SINGAPORE.—From London, Eastern Star; from Clyde, Kate Carnie, Coldstream (reported by telegram).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Dec. 10, Tyburnia; 18, Vigil; 20, Emperor; 21, Dundonald; 22, Tamerlane; for New York, Dec. 14, Eva; 20, Yeavering Belle; 21, Royal Minstrel.

From HONG KONG and CANTON.—For Falmouth, Dec. 28, Rossella.

From BANGKOK.—For Falmouth, Nov. 14, Kestrel; Dec. 17, Marmion: 18, Racer; 23, Red Deer; 24, Maury; for Europe, Dec. 13, Drache; for Hamburg, Nov. 17, Therese; for France, 26, Emanuel; for Lisbon, Dec. 23, Hanover.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	For.
Dec. 6	Daniel Rankin	Tjilatjap	Batavia
— 7	Nestor (Dutch)	Batavia	Holland
— 10	Onsuri	Shanghai	New York
— 12	Margarita	Manila	Cadiz
— 13	Feronica	Foochow	New York
— 13	Dannevirke (Dan.)	do.	Boston
— 14	Brema (Brem.)	Singapore	Falmouth
— 15	Mouht	China	Sydney
— 15	Coldstream	London	Singapore
— 16	John Lidgett	Shanghai	London
— 18	White Swallow(Amer.)	Manila	New York
— 20	Maria Regina (D.)	Liverpool	Sourabaya
— 21	Lota	Shanghai	New York
— 22	Garabaldi (Nor.)	Mauritius	Batavia
— 22	Lancastria	Liverpool	do.
— 24	Juliana	Singapore	Mauritius
— 25	Loochoo	Sunderland	Singapore
— 25	Drache (Hamb.)	Bangkok	Falmouth
— 26	Merse	Singapore	London
— 26	Newcastle	Foochow	do.
— 26	Jane Blythe	Singapore	Liverpool
— 26	Elizabeth Nicholson	Foochow	London

SHIPS' REPORTS.

SHANGHAI.

British barque Peterborough Aug. 1st left Gravesend; Dec. 16 arrived at Shanghai. Experienced light variable winds to crossing the equator Sept. 9th; from thence to the meridian of the Cape of Good Hope, light winds and fine weather, Sept. 24th; from thence to the Island of St. Paul's. Oct. 19th a succession of N.W. and W. gales with heavy seas laid the ship to for sixteen hours during the gale. Nov. 1st, off the N.W. cape of Australia, light S.E. winds and fine weather; 10th, passed through Lombock Straits, light winds and fine weather. Dec. 8th sighted the Lewchew Islands, light N. winds and fine weather; 10, made Video Island, strong N.W. winds and clear weather.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—January 30, at Brouwershaven, from Tjilatjap, Brouwershaven; Feb. 8, at Falmouth, from Rangoon, Prince Rupert; at New York, from Canton, Jan. 25, Princess of Wales.

DEPARTURES.—Dec. 24, from Rio de Janeiro, for Japan, Bolivar; Feb. 1, cleared at Glasgow, for Batavia and Sourabaya, Chili.

LAID-ON.—At Liverpool, for Hong Kong and Canton, Porejero.

SPOKEN.—Peter Symons, for Hong Kong, 18 Dec. 7 S. 34 W.

CASUALTIES.—The Nina, Masquilt, which sailed from Cardiff Jan. 22, for Hong Kong, put back to Cardiff, Jan. 31, with loss of anchor, having been in collision in Penarth roads. The reports in reference to the supposed loss of the Coulnakyle, from London to China, are not reliable.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 10 tons, measurement, powder from the Thames to Galle. The Fatfield (ss.) has left Queenstown for London, with cargo ex Monarch from Manila.

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NOTICES TO CORRESPONDENTS.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

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Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

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LONDON: WEDNESDAY, FEB. 5, 1868.

MESSRS. JARDINE, MATHESON, AND CO.'S MEMORIAL.

IN our last article on the subject of treaty revision, while strongly advocating the necessity of many reforms, not so much in the text of the treaty as in its working and application, we deprecated the introduction of any measures of so startling or revolutionary a nature as would be likely to frighten the Chinese into a return to their old policy of stolid obstructiveness. It is gratifying to find that our views in this respect are supported by Messrs. JARDINE, MATHESON, and Co., whose separate Memorial reached us by last mail. The acknowledged position of this firm in the China trade, the vast nature of their interest in it, and their long standing and experience, undoubtedly give them every claim to a hearing for their independent expression of opinion; and, although their memorial in most points does not widely differ from those of the several Chambers of Commerce, it derives a special interest of its own from the manner in which it treats of one important question, namely, the privilege of travel and residence in the interior of the country. Messrs. JARDINE, MATHESON, and Co. point out that a liberal, or even a literal interpretation of Article XII. of the Treaty of Tientsin would entitle British subjects to free access to all parts of the empire, with liberty to hire or erect residences and business premises, and to navigate the inland waters. But, while insisting on the numerous perfectly legitimate advantages that would accrue to us from such privileges, they are willing to admit that absolute freedom from restriction is undesirable, at all events for the present. Small trading posts should be established at such points as might be found desirable, to facilitate the easy, safe, and rapid transmission of imported goods to native dealers all over the country; but foreigners should not be allowed to open retail shops, nor, for the same reasons, should they be allowed to interfere with the purely native traffic on inland waters. It is further admitted that the system must be introduced with extreme caution, as it will inevitably multiply points of collision, and greatly increase official expenditure. The advantages, both to commerce and civilisation, that must ultimately result from a *real* opening up of the country, are incalculable; and for the attainment of so great an end we must be content to risk something. But, the memorialists say, seeing on what delicate ground we are about to tread for the first time, we shall be content to see the question handled by Government "in no more than a tentative spirit," so long as they do so *with firmness and honesty of purpose.* This is precisely the view we have already insisted on. Let us be content with gradual progress, so long as it is safe and substantial. Let our representatives claim for us only such moderate concessions as the Chinese can have no valid reason for withholding; but, once obtained they must never again be relinquished. If Article XII. be allowed to stand as it now is in the revised Treaty, and if British subjects availing themselves of its provisions are again despoiled and maltreated, another "China war" will be the inevitable and disastrous result. To secure a favourable end to the impending negotiations, the utmost firmness and concentration will be absolutely necessary. If Sir RUTHERFORD ALCOCK is to represent our Government, his power should be full and undivided, and his should be the sole responsibility. If, as we fear may be the case, Mr. BURLINGAME'S mission gives rise to a division of labour, to a confusion between negotiations here, and others at Peking, we may expect an egregious failure, for which, of course, nobody will be answerable. Time, and Lord STANLEY must decide.

THE FOREIGN OFFICE AND THE LAY-OSBORNE FLEET.

THE organisation of the so called Chinese Fleet was an undertaking of such magnitude, its collapse so disastrous, and the interest excited by its brief history so great, that our readers may perhaps have felt some surprise at the non-appearance in these columns of any account of the *combat à l'outrance* waged in the *Morning Post* lately between Mr. LAY and the Foreign Office, as represented by its Permanent Under-Secretary. But in truth we are tired of the whole subject, and so (we suspect) is every one else, with the exception of those immediately concerned in it. Mr. LAY'S influence on China affairs, whether for good or evil, has long since come to an end. The correspondence we speak of has occupied many columns in the *Morning Post*, and a reproduction, or even an epitome of it would have taken up far too much of our space—space that has, we trust, been more worthily filled. Besides, we dealt with the whole question on the occasion of Mr. LAY'S memorable pamphlet, and then (as we hoped) finally disposed of his pretensions. Mr. LAY'S case, as he now puts it forward, is briefly this:—That Sir FREDERICK BRUCE at first approved and fostered his scheme; that (beyond posting to him a mere copy of the Order in Council) the Foreign Office never instructed Sir FREDERICK to support it; that he therefore withdrew his support, thereby destroying Mr. LAY'S *prestige* with the Chinese Government; that this was the sole cause of his failure; that Mr. HAMMOND is responsible for the neglect; and that he (Mr. LAY) has therefore a distinct claim on the Foreign Office for further employment and advancement. To this Mr. HAMMOND replies in effect that Mr. LAY was well treated both by his own Government and the Chinese, but that he advanced pretensions of so extravagant a nature as to bring about his own downfall; that he voluntarily relinquished the British Consular Service for that of the Chinese Customs, and that now he has rendered himself obnoxious to the Imperial Government, it is manifestly impossible to re-appoint him to a Consular post in China. Mr. HAMMOND might have added that the appointment of Mr. LAY to such a position in the Consular Service as he would now be likely to accept would be a gross injustice to those members of the service who have steadily adhered to it, and who have not had the brilliant opportunities of advancement that he has had and abused. That Mr. LAY'S tone throughout the controversy is that of a disappointed man we can hardly wonder; but he should remember that when a man, dazzled by the prospect of a brilliant destiny, abandons the beaten track of his profession, and, for the sake of exceptional advantages, incurs exceptional risks and responsibilities, he must be content to be judged by the measure of his success, and to stand or fall by the result. Mr. LAY played a bold game, and the stakes were high; he lost his head, blundered, and fell. So much the worse, not only for himself, but for his clients, who paid dearly for the abortive experiment. That part of the story belongs to the irrevocable past. In its present phase the discussion is important only as regards the personal claims of Mr. LAY, whom, for the future, we must class among the innumerable individuals who, having a "grievance" against the Government, nurse it and bring it forward from time to time as opportunity offers, as long as they can find any one to take any notice of them. As far as we are concerned, this is the last time we shall take any notice of Mr. LAY or his effusions.

WE noticed in our issue of the 27th ult. that a deputation to the SECRETARY OF STATE for the COLONIES was contemplated by residents in this country interested in the Straits. In furtherance of this object we understand that a meeting was held at the office of Mr. BOUSTEAD, at which a committee was formed for the protection of their interests, under the title of the "STRAITS ASSOCIATION," President, JOHN CRAWFORD, Esq. The gentlemen present at the meeting were Messrs. BOUSTEAD, READ (Member Legislative Council, Singapore), NAPIER, PATERSON, LEVESON, HARVEY, SIMONS, SCOTT, GREENSHIELDS, TIDMAN, and MCTAGGART. A memorial will be drawn up and an interview arranged with the Duke of BUCKINGHAM, when a communication made by Sir BENSON MAXWELL to the Duke will also be alluded to.

WE understand that the United States Government has received from Mr. BURLINGHAME a formal resignation of his post as United States' Minister at Peking, the duties of which are (as we have already pointed out) quite incompatible with those he has undertaken in the service of the Chinese Government. The Chinese Embassy will visit America first, and is expected to reach this country in May. A successor to Mr. BURLINGHAME at Peking will at once be appointed.

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THE GOVERNOR'S SPEECH ON THE CLOSING OF THE STRAITS SETTLEMENTS' LEGISLATURE.

THE speech of Sir HARRY ORD, on closing the labours of the Legislative Council of the Straits Settlements, contains a paragraph which has justly given rise to serious apprehensions, and has considerably alarmed all who are interested in the prosperity of the colony. The GOVERNOR observes :—"I am glad "to be able to state that to meet the proposed expenditure of "the year, there is every prospect of a more than adequate "revenue, and that it will be raised without its being necessary "to resort to additional taxation. On this head it may be as "well that I should state that, although unable to concur in the "opinion which is so extensively professed in the Settlements, "that the establishment of export or other duties affecting "shipping resorting to our ports would have a most disastrous "effect upon the trade, and consequently upon the prosperity "of the colony, I should be extremely unwilling to try an "experiment, the result of which is certainly not free from "doubt, except under the pressure of a necessity, which can "hardly arise so long as another and equally legitimate, but "less objectionable, mode of raising revenue remains open to "us by the imposition of direct taxation."

Governor ORD is a bold, we had almost written a rash, man. With "the confessedly limited experience the Government at "present possesses of the resources of the settlement," and after a residence in the colony of barely nine months, he does not hesitate to declare his inability to concur in the wise policy of Sir STAMFORD RAFFLES which has been ratified by the steady progress and prosperity of the Settlement during the last fifty years, and coolly speaks of the establishment of import or other duties, which his predecessors, after long experience, successfully combated, notwithstanding the repeated efforts of the late East India Company to establish them. And why does Governor ORD make this unpalatable suggestion? What reasons has he to bring forward to justify his allusion to further taxation? We can discover none. He confesses he has already "a more "than adequate revenue"—the Singapore farms have sold at an advance of 18 per cent., and the Penang farms show even a better result. He has less to pay for the military contingent than his predecessor, the two amounts being £59,700, against £85,000; he has no greatly increased expenditure under other items, beyond a Government house and a steamer, and the cost of these can be spread over a series of years. What does Governor ORD see looming in the future which should render it necessary for him to allude to any "legitimate but ob- "jectionable mode of raising revenue?" Is he about to undertake the conquest of the Malay Peninsula? or to drive the Dutch from the scene of their aggresssions in Sumatra? or to guarantee five per cent. to the Eastern Asia Telegraph Company? or does he merely want money for the pleasure of squandering it for marble verandahs to his new palace, or a picture gallery to teach perspective to native artists? Surely Sir HARRY ORD must be aware that the duty of a good Governor is to diminish and not increase the expenditure, to lessen and not augment taxation, to secure efficiency in the public service without overburthening the colony with useless appointments. Proposals such as that made by the Governor of the Straits Settlements must shake the confidence of the public and produce a painful impression, which time, aided by much prudence and tact, can alone efface; and it will require all the honesty of purpose he can command, and sincere proofs of his appreciation of the responsibilities of his position, to enable those interested in the prosperity of the colony to overlook the false step which we will charitably attribute to Sir HARRY ORD'S "confessedly limited experience "in the resources of the Settlement."

THE RUSSIAN TELEGRAM.

THE St. Petersburg telegram announcing military preparations in China directed against Russia, a treaty between China and the Turkomans, and so forth, which we published in our last issue (at the same time pointing out that, as it stood, it was totally unworthy of credence), turns out to have been a telegraphic blunder after all; and to the *Pall Mall Gazette* is due the credit of exposing it. The blunder occurred, it seems, at our own end of the wire. The message, as despatched from St. Petersburg, had no reference to China at all, but treated of that little known country in Central Asia which we call Khiva. The Germans however spell it Chiwa; and as the message came to us through the German telegraph, it was so spelt in this instance. To an English telegraph clerk the word "Chiwa" would of course convey no meaning whatever. "China" was the nearest intelligible word, and doubtless the receiver of the message hardly hesitated for a moment before altering the *w* into an *n*, perhaps congratulating himself upon his sharpness in so doing. "China" looked right enough, and so it was written down and sent out for publication. This error explained, the news ceases to have any special interest as regards China, but nevertheless appears to be of grave importance. If war ensues in the region here indicated, and the Turkomans become involved in it, complications between Russia and Persia can hardly be avoided; and any aggression by Russia on Persian territory could not possibly pass unnoticed by Great Britain. Professor ARMINIUS VAMBERY, of the University of Pesth, has a letter written to *The Times*, in which, assuming the report of Chinese military preparations to have a basis of fact, he thus explains it :—"Should the Chinese be gathering troops in those regions they have very likely been doing it for a long time, not exactly against Russia, but against the Mussulman inhabitants of Chinese Tartary, particularly against Kashgar, Aksu, Yarkand, and Khotan, which revolted three years ago against the Chinese authority. Chinese rule has been very often overthrown in these most western provinces of the Celestial Empire during the 120 years of possession. As for the remaining news —namely, the treaty with the Turcomans—I think it the most absurd thing that can be imagined. There are no Turcomans in the neighbourhood of China and Chinese Tartary."

COMMERCIAL MORALITY.

WHEN writing, a week back, on the subject of Treaty revision we took occasion to observe that the China trade needed reform from within as well as from without, and that the possibility of some vigorous action on the part of the Chambers of Commerce seemed to us to afford the best hope of its restoration to a more healthy condition. Since then a meeting of the Liverpool Chamber of Commerce has taken place, at which (although an amended Bankruptcy Law was the immediate subject for consideration), the whole question of Commercial Morality—or immorality—was ably discussed. It is needless to dilate upon the proceedings in this place; we refer to them solely to call attention to the fact that some of the speakers were members of firms directly interested in the China trade, and that their remarks have therefore a double interest for our readers. Some of the opinions expressed were, indeed, of the deepest import. Not to multiply examples, we will merely instance an observation made by Mr. HAMILTON, of the firm of BROWN, SHIPLEY, and Co., which is worthy of special attention. He said that, "he held that any man who entered into speculations "beyond the limit in which he had a fair and reasonable pros- "pect of meeting all the losses that could fall upon him com- "mitted as great an act of fraud as if he put his hand into "another man's pocket and stole his purse." Now, it is obvious that a man who puts his hand into another man's pocket and steals his purse, is a thief. There is a further conclusion, applicable to some recent events in China, which is equally obvious; our readers will draw it for themselves.

THE STRAITS SETTLEMENTS — PAST AND PRESENT

(COMMUNICATED.)

Penang, the oldest settlement in the Straits of Malacca, was originally established as a naval station, for the purpose of affording protection to our commerce in the East; the realisation of a local revenue sufficient to meet the expenditure was not looked for or considered as of paramount importance. A civil Government was organised on a grand scale, and maintained almost entirely at the expense of the Indian revenue. When, however, the East India Company was deprived of the monopoly of trade, the Straits Settlements, as far as the Company was concerned, lost much of their importance. Hence measures were adopted for curtailing as far as possible the demands upon India for their support, a great reduction was effected in salaries and establishments, and the Government was placed under the orders of the Governor of Bengal. The Indian authorities, little acquainted with the wants of the Straits communities, looked upon the Settlements simply from a financial point of view, and that view certainly was not favourable; for, notwithstanding the large reduction, the revenue still proved inadequate to cover the expenses. Moreover, the arrangement under which all disbursements were made in dollar currency caused complications of accounts, which it was thought desirable to get rid of, and an order was given for the substitution of the rupee currency.

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This order, issued without due consideration, seriously affected the mercantile community, whose business transactions were all carried on in dollars; and who, owing to the prejudices of the Chinese, in whose hands the trade of the Straits has always been, were precluded from making any change in this respect; there was consequently much dissatisfaction, and although the obnoxious order was soon cancelled, *agitation for the transfer of the Settlements to the charge of the Colonial-office had commenced and was allowed to continue.*

After Lord Dalhousie's visit to the Straits in 1850, upon his lordship's recommendation, the Settlements were removed from the charge of the Bengal Government, and again formed into a separate government, subordinate only to the Viceroy of India in Council. There was still, however, a deficiency in the revenue, and therefore little money forthcoming for the prosecution of public works; civil establishments were kept on the lowest possible scale, and the Government employés were generally underpaid. Then came the Indian Mutiny; the Supreme Government of India could ill spare funds to meet the debit balance of the Straits, whilst the European residents considered that at least a wing of a European regiment should have been located at Singapore for their protection. This measure, which would have entailed considerable expense, was not at that time likely to meet with much favour in India; *the agitation for the transfer was renewed*, but soon subsided, under the idea that in the event of the Settlement becoming a colony, the whole of the military expenditure would be borne by the mother country, and thus the necessity for any further taxation be obviated. *It however recommenced* upon the proposed introduction of the Stamp Act.

After the Stamp Act had been fairly introduced, and its provisions were found not to press upon the local trade, as had been first anticipated by some, the desire for the transfer, as regards the generality of the inhabitants at all three stations, Singapore, Penang, and Malacca, but more especially at Penang and Malacca, had entirely ceased; indeed, even at Singapore it may be said latterly to have been confined altogether to less than half-a-dozen persons. With the increase to the revenue, brought about by the introduction of the Stamp Act, and the gradual extension of the powers of the local Government under the wise system of *decentralisation* then introduced throughout India, the position of the Straits Settlements as much improved, the garrison was rendered more efficient by the substitution of European for native artillery, the civil establishments were placed generally under a better footing, and considerable sums were expended upon public works.

Just grounds of complaint against the Indian Government still however existed. Firstly, as regarded the difficulty experienced in obtaining legislation relative to questions of mere local importance; and secondly, with respect to the apparent want of interest evinced regarding our political relations and the development of our trade in the Malayan archipelago and peninsula. This seeming lack of consideration for the interest of the Straits communities was, it must be acknowledged, mainly attributable to the feeling then entertained by the Indian authorities, *that the transfer of the Settlements to the charge of the Colonial-office might be accomplished at any moment*, and consequently there would be no advantage in interfering in matters connected with a Government about to be removed from their control; hence the representations of the then Governor, Major-General Cavenagh, relative either to political questions or to local legislation, in many instances, either remained unanswered or elicited a reply to the effect that "no orders could be passed upon the subject referred to pending the decision of the home Government as to the transfer."

Had the project of the transfer been definitely abandoned this would not have been the case, as under the Indian Act, a local Legislative Council would have been granted, and Straits affairs would have received due consideration on the part of the Viceroy in Council, and been moreover brought more immediately under review before the Secretary of State in Council, to whom all minutes of proceedings, &c., would have been forwarded direct instead of through the channel of Calcutta. With these modifications, it is a question how far the position of the Straits Settlements as a minor Government of India would not have been superior to that they now hold as a colony. It is true that the Legislative Council would not have exercised any direct control over the finances of the Settlement; but, from the date of the imposition of the Stamp Tax there had been no inclination displayed by the Supreme Government to increase taxation. The municipal funds, moreover, were managed by bodies of gentlemen of whom the majority were the representatives of the ratepayers, whilst any representation emanating either from the Grand Juries or the Chambers of Commerce met with every consideration; besides, it must be remembered that the control now exercised by the Legislative Council is, after all, merely nominal, the real power being vested in the Secretary of State for the Colonies, and that as regards legislation, an Indian Legislative Council would have possessed more power than one established under the present constitution, as although an enactment might be vetoed, *it could not be passed* against the opinion of the majority. An advantage has been gained by the adjustment of all military expenses at a certain fixed rate; but this arrangement is specially stated as being *open to revision*, and in the event of its being found necessary, in time of war, to increase the strength of the proposed garrison (which is much weaker than that maintained by the Indian Government) there is nothing to prevent the Home Government from calling upon the "Colony of the Straits" for an increased military contribution. Although, as heretofore, in case of emergency troops would at once upon the receipt of a requisition from the Straits authorities be despatched from Calcutta or Madras, the Indian Government being no longer responsible for the safety of the settlements, from the date of their embarkation their pay will be debited against the colony, including the pay of the extra police that will be needed. The present pay moreover varies but little from that actually required by the Indian Government, for although, owing to the cost of the Labuan garrison, the amount formerly disbursed on account of the troops from the Straits treasury was greater than the sum now demanded, yet there was a considerable expenditure in the way of pay, pensions, cost of convicts, stationery, machinery, &c., made in India and England on behalf of the Straits, which was not recovered from the Local Government; *whilst any deficiency in the Straits Treasuries was made good by bills upon India.*

The present Civil establishment is much more costly than that allowed under the old regime; whilst very great doubt may be expressed as to its being nearly so efficient. Government servants were formerly divided into two classes. One was composed of members of the Indian Civil or Military services, who were alone eligible to succeed to the post of Resident Councillor, corresponding with that of Lieutenant-Governor under the new régime, and whose pensions, equally with those of the medical officers and chaplains, formed no charge against the Straits, but were debited against the Indian revenue, *whilst they were liable to be replaced at the disposal of their respective Governments in the event of their giving dissatisfaction.* This class, which was small, was generally recruited from military officers doing duty with their corps in the Straits, *who had acquired a knowledge of the native languages* and shown some aptitude for the performance of civil duties. The other class, which was the more numerous, consisted either of young gentlemen connected with the Straits who commenced their career in subordinate posts, or of men who by their ability and diligence had raised themselves from being mere clerks to positions of trust in the Treasury Department.

For some years past all employés of both classes were appointed in the first instance only on probation, and not confirmed in their offices until they had passed an examination in the Malay and one other native language, and in the laws applicable to the Straits Settlements. As, with the exception of the appointments in the Public Works Department, the whole of the patronage was vested in the Governor for the time being, for his own credit he was naturally desirous of making a good selection to fill any situations that might become vacant, whilst the fact of the advancement of every officer being dependent upon the Governor's approbation, acted as an inducement to officers to show themselves deserving of promotion by their zeal and assiduity in the discharge of their public duties.

Under the present system local knowledge and experience may prove of no avail; all the patronage connected with the various civil appointments above the rank of mere clerkships rests with the Secretary of State, who must often make use of his power to provide for the friends of Parliamentary supporters without the slightest reference to their qualifications or the claims of deserving officers serving in the Settlements. Home influence must alone prove the standard of merit, and with that influence, however incapable an officer may be, he will be tolerably sure of promotion.

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Already officers perfectly ignorant of the language and habits of the people have been placed in situations requiring an intimate acquaintance with both, and the result has been a serious outbreak at Penang, in which from four hundred to five hundred lives were lost and about one thousand houses burnt down—an outbreak that would never have reached to such an extremity, had proper precautionary measures been adopted as on all previous occasions, when the ill-feeling between the rival Chinese societies first displayed itself. The only remedy that can be applied to this serious defect in the Colonial-office system is the formation of a local civil service, as proposed by General Cavenagh at the time the commission on the transfer question was sitting at Singapore, from which service all appointments must be filled up; the patronage of the Secretary of State being rigidly restricted to the nomination of cadets, their future advancement being determined by the Local Government. Some suggestions regarding the manner in which this most desirable measure of reform might be carried into effect, will probably form the subject of a future article.

THE BANK OF HINDUSTAN.

A CALL of £2. 10s. per share has been made on the shareholders in this bank. This is the first call made since the property passed into the hands of the liquidators, who consist of Mr. W. F. Allen (the present Lord Mayor), Messrs. Engledue, Macnair, and Chadwick. Considerable credit is due to them for their management of the affairs, as it was fully expected that a call would be made of at least £10 to pay off the creditors' claims, without waiting for the realisation of the assets. The liquidators, in their report issued with the notice of call, say:—

"When we entered upon this liquidation the estimated liabilities were £1,409,458 16s. 11d. On the 30th June last, as announced in our report of August 2nd, 1867, they were estimated at £572,127, since which time they have been reduced to £342,140 16s. 10d., which, subject to certain claims for compensation for loss of salary, is the amount, as ascertained, up to 31st December, 1867. The branches in China have been closed, and the affairs in Ceylon reduced to so small a compass that we hope to close that agency shortly.

"The continued depreciation of all kinds of securities in the East, and the failure of many firms in London and elsewhere to meet their engagements with us, necessitates our making a call upon the shareholders, of which notice is sent herewith. We have used every effort to avoid making this call, in which we have been assisted by the forbearance of the creditors, but the collections for the past six months, from the circumstances we have mentioned, having fallen very short of the former estimates, it cannot be longer postponed.

"We are unable to give any certain information as to the realisation of the remaining assets, and, therefore, abstain from entering upon that subject now, but we hope that, with the aid of the present call, and of another of at least an equal amount, which will, we believe, have to be made to meet our engagements falling due towards the end of the present year, the remaining liabilities will be cleared off."

THE report of the China Traders' Insurance Company (of which Messrs. AUGUSTINE HEARD and Co. are the general agents in Hong Kong, and Messrs. FEARON and Co. the London representatives) was briefly referred to in our last issue. It was unanimously adopted at the meeting of the 2nd December, and will be found in full in another column.

According to a statement just issued by Mr. F. M. Page, the shipments of specie to China and Japan by the overland route, during the last eight years, have been as follows:—1860, £4,902,611; 1861, £1,222,151; 1862, £2,830,477; 1863, £3,076,364; 1864, £2,199,156; 1865, £1,034,382; 1866, £757,078; 1867, £702,578. Of last year's shipments, £690,802 was in Mexican dollars, and £10,656 in bar silver and coin.

THE silver tablet subscribed for by the Chinese inhabitants of Hong Kong and presented to the Rev. Dr. LEGGE, is now on view at Messrs. ROWLANDS and FRAZER, 146, Regent-street, and is certainly a very creditable production of native art.

THE HONG KONG ASSOCIATION.

The following is a report of the meeting held by this Association on the 23rd Dec., together with the text of the memorial adopted. The Hon F. Parry was in the chair:—

The Chairman remarked that, as a great number of names had been given in as members of the association, he would read over the names of the new members. Those, the chairman thought, were sufficient to prove that many had come forward to support the interest for which they had united. At their last meeting it was agreed that a petition should be presented to Parliament against the military contribution; and he would now read the petition. (Read accordingly). The chairman continued to say that he thought the story had been told in proper sequence, and that nothing could be taken away from it; but members could make suggestions if they chose.

Mr. Whyte said that the meeting owed a deep debt of gratitude to the secretary for the able way in which the petition had been drawn up. One feature which the secretary had added was that relating to the physical characteristic of the island. Many people entertained very foolish opinions at home regarding the size of Hong Kong, and ran away with the notion that it was something like the Philippines in physical aspect and dimensions, so that he was glad the secretary had added the clause now read. He concluded by proposing that the committee be empowered to take steps in order that the petition be drawn up in proper form, signed, and forwarded to Parliament. This motion, having been seconded by Mr. Gaskell, was carried unanimously.

The Chairman remarked that, in thus taking action in this matter, they ought to bear in mind that the Home Government followed the policy of former Governors of the colony, and that in their present action they opposed the views of the Secretary of State and strengthened the hands of Sir Richard MacDonnell. The Committee would be glad to receive and forward any correspondence bearing on the object of the association, viz., arousing feeling at home.

Mr. Bosman proposed that extracts from the petition should be printed in pamphlet form for the information of members of Parliament. Mr. Lapraik having seconded this motion, it was carried unanimously.

The Chairman then intimated that Messrs. Hitchcock and Falconer had been added to the committee appointed at last meeting. The Secretary (Mr. Sinnett) suggested that as the petition was only the beginning of the work, members who could bring influence to bear upon members of Parliament, or in any other way, should do so; and added that it was of great importance that the petition should be as numerously signed as possible.

THE MEMORIAL.

To the Honourable the Commons of the United Kingdom, in Parliament assembled.

The Humble Petition of the Undersigned Residents in the Colony of Hong Kong

Showeth:—That the charge upon the revenues of this colony of £20,000 a year, as a military contribution in aid of the expenses entailed upon the British Government by the maintenance of troops in China, has proved to be a burden which the colonial finances are unable to bear. Three years ago, when the contribution was imposed, these finances were in a sound and prosperous condition. On the 1st of January, 1865, the surplus of assets over liabilities was 298,000 dols., while in the beginning of 1867 there was only a nominal surplus of 24,000 dols. shown on the public accounts. This sum, moreover, was so far from being available that the Government was driven to use for current expenditure money belonging to suitors in the Supreme Court, and when this was called for to borrow 100,000 dols. from the local banks at a high rate of interest.

That the considerations which induced the Duke of Newcastle to demand a military contribution of £20,000 a year from Hong Kong are expressed in a despatch from his Grace to Mr. Mercer, then Acting Governor of Hong Kong, dated September 5th, 1863, in which he says:—"Although I am aware that the receipts from land sales may be expected to fall off, I think it undeniable that the general financial position of Hong Kong is, and is likely to remain, in a highly sound and prosperous state; I can hardly doubt that exclusive of the balance in hand, amounting as I have said to £98,000, there will be an annual sum of £30,000 or £40,000 available for public works, and what may be called extraordinary purposes."

In a succession of despatches extending over the next twelve months, Mr. Mercer and Sir Hercules Robinson remonstrated urgently against the proposed tax. They pointed out that the colony was not able to bear the burden imposed, and if it had been able could not justly be called on to do so. The troops stationed in Hong Kong were sent out here "because England's share in the foreign trade of China is estimated at over thirty millions sterling; because this trade if mostly carried on in British vessels from the open ports in China, at each of which we have British settlements and British subjects, for whom we claim exemption from territorial jurisdiction; because in the managements of this vast trade, and in the Government of our own subjects scattered along the whole seaboard of China, in the foreign settlements now fourteen in number, we are necessarily brought into constant intercourse with the Chinese Government, and there can be no doubt that the presence of a small body of troops somewhere nearer China than India has an excellent effect in averting difficulties, while they form a base of operations if misunderstandings should unfortunately arise." Sir H. Robinson declared the troops superfluous as far as the safety of Hong Kong was concerned, and undertook to be responsible for the maintenance of good order in the colony with the aid of the local police force alone. He also pointed out that the military authorities occupied land in the centre of the town which if it could be resumed by the colony, would let for £10,000 a year, so that in a pecuniary sense the community were positively losers rather than gainers by the presence of the troops. The colony, in fact, "was established, not for the purposes of colonisation or for the advantage of future colonists, but solely because it was considered it would be a convenience to the mother country on political and military grounds."

That in 1847 a committee of your honourable House reported in reference to Hong Kong, "Nor do we think it right that the burden of maintaining that which is rather a post for general influence, and the protection of the general trade in the China seas, than a colony in the ordinary sense, should be thrown in any degree on the merchants or other persons who may be resident upon it:"—The committee on military defences in the colonies (1860) include Hong Kong by implication amongst those in which garrisons are maintained for objects altogether independent of and distinct from the defence of the particular countries in which they are situated, and the committee were of opinion, "that as these garrisons are maintained without reference to the wants and wishes of the inhabitants, they should be dealt with exceptionally, and not included in any general scheme of colonial contribution."—Again, so late as in 1861, the select committee of your hon. House on Colonial military expenditure, included Hong Kong in the class of "military garrisons, naval stations, convict depots, maintained chiefly for objects of Imperial policy—the responsibility and main cost of the defence of which properly devolve on the Imperial Government."

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That in reference to the capacity of Hong Kong to pay the £20,000 a year, it will be seen the Duke of Newcastle had argued that a surplus revenue from £80,000 a year might be reckoned on by Hong Kong in future. Sir H. Robinson earnestly strove to convince his Grace that he was mistaken, and that this surplus could not be anticipated. Events, as your petitioners have shown, have justified the arguments of the late governor. The Duke of Newcastle, however, declined to alter his opinion on the subject, and wrote: "It is impossible for me to doubt that the security given to the inhabitants and trade of Hong Kong by the presence of H.M. forces, would be cheaply purchased by an annual payment of £20,000, and therefore I should not be doing justice to the inhabitants of this country if I failed to require that the Imperial Treasury should be relieved to that extent, as soon as possible, from the burden of supporting that force." While this correspondence was going forward, the colony was under a pledge to invest £50,000 in building a mint, which had been suggested by Sir H. Robinson as a means of benefiting the colony, and of saving a large sum lost on exchange to the Imperial Government. When the demand for a military contribution was made, Sir H. Robinson stated that he would never have proposed the Mint if he had been aware of the intention to impose this tax. He therefore urged that the £50,000 might be regarded as military contribution paid in advance, and be looked on as an advance from the Home Government on account of the Mint, to be repaid as the expected profits should accrue. Mr. Cardwell, however, into whose hands this suggestion fell, could not "allow the payment to be encumbered by any circuitous arrangement with the British Treasury." The colony was thus required not only to pay the military contributions, but to expend in another direction its accumulated surplus capital, by the sacrifice of which it might otherwise have staved off for a few years the embarrassments by which it has now been overtaken.

That remonstrances having proved of no avail, the Governor under compulsion brought the proposed vote before the Legislative Council. Official members, who are not at liberty to vote in opposition to orders from the Colonial office (see Sir H. Robinson's despatch, Sept. 7th, 1864,) are in a large majority on this council, and the vote was consequently passed, but the council immediately afterwards passed, by a majority of eight to one, a resolution declaring that the maintenance of troops in Hong Kong was not necessary for the protection of colonial interests. A public meeting was then held, and a memorial to the Secretary of State for the Colonies, deprecating the contribution, and signed by nearly the whole mercantile community, was sent home. Mr. Cardwell, however, declined to accede to the prayer of this memorial, and from the 1st January, 1865, the contribution was exacted. During the current year, however, the payments have fallen into arrears, as the colony has been reduced to a condition of insolvency. On the 1st of January, 1863, the surplus of assets over liabilities was $475,000, or £99,000, but since that date the expenses of establishing the Mint have absorbed over $300,000, for which investment the colony may be said to have received no return whatever, as the undertaking has proved such a complete failure that its gross earnings have amounted to little more than $10,000. The annual accounts of the colony meanwhile have shown a deficit in every year since 1863, as will be seen by the following figures taken from official records:—

	Rev.		*Expend.*		*Dif.*
1863	£120,028	...	£121,888	...	£1,860
1864	132,884	...	159,022	...	26,138
1865	175,717	...	195,376	...	19,659
1866	160,224	...	195,824	...	35,600

During the present year all old accumulations having been absorbed, it was found impossible to continue the regular payments of the contribution, and they fell into arrears, but your petitioners understand that the Secretary of State for the colonies sent out to the Government of Hong Kong imperative orders that these arrears should be paid, and that if necessary the required sums should be raised by new systems of taxation. In consequence of these orders the present Governor, Sir R. MacDonnell was driven to avail himself of an ordinance providing for the establishment of stamp duties, passed in 1866, against the vehement demonstrances of nearly the whole community. Partly by means of this new tax, which frightens the Chinese and endangers the commercial existence of the colony, and partly by means of sums which have accrued from the issue of licences to Chinese gambling-houses, it is possible that the arrears of the contribution and the amount due for the current year may be extracted from the colony. Meanwhile, however, the Praya or quay which skirts the harbour side for more than two miles, which may perhaps be considered the main thoroughfare of the town, and on which most of the principal warehouses stand, remains in the dilapidated state to which it was reduced by the autumn typhoons. The Government has no funds with which to undertake its effective repair, and has made an effort, the issue of which is still uncertain, to fasten the legal responsibility for the repair of the Praya upon the marine lot-holders. To the future your petitioners look with dismay.

That briefly recapitulating the arguments brought forward by Sir H. Robinson and in this humble petition, your petitioners represent the military contribution to have been unfairly imposed upon Hong Kong, because the garrison was not sent here for the sake of the colony. On the contrary, the island was obtained from China, and made the price of the peace of Nanking, because the British Government wished to establish a garrison upon it. To reduce the expenses of the place, merchants were encouraged to come here, buy land, and pay regular ground rent, in return for which they were offered the incidental advantages of residence in a British colony. This succeeded so well that the land tax and rates which they paid cleared the expenses of the Civil Government in 1855, and have continued to do so ever since. But, deluded by the appearance of a full treasury, containing the accumulated premia paid for land lots, which was, in fact, the capital of the colony, and should never have been included in a revenue account at all, the Duke of Newcastle came to the conclusion that the revenue would yield a progressive surplus. He therefore decided that the colony should first of all pay for the establishment of a mint with the money it had in hand, and afterwards pay a regular military contribution of £20,000 a year with its expected surplus. His Grace imposed the contribution in the face of the report by the committee of your honourable House, as your petitioners have shown. The injustice of levying this tax was thrust out of sight, because it was supposed that Hong Kong could so easily pay the amount demanded. So far was this supposition erroneous that in attempting to do so the colony has been reduced to the verge of bankruptcy.

Wherefore your petitioners humbly pray that your honourable House will be pleased to take such measures as may procure relief for the colony of Hong Kong from the burden of paying a military contribution to the Imperial Government.

RECOGNITION OF A GALLANT ACT.—The directors of the Peninsular and Oriental Steam Company have resolved to present a handsome gold chronometer, with a chronograph, worth 100 guineas, to Captain Kuhn, the commander of the corvette *Venita*, of the Prussian Navy, as a token of their gratitude for services rendered by him to the passengers and crew of their steamship *Singapore*, after the wreck of that vessel in August last.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 7	Heimath	Lange	Batavia	New York.
— 8	Yokohama	Paul	Yokohama	Do.
— 24	Simoom	Slater	Singapore	Plymouth.
— 27	Medina	Le Feuvre	Foochow	London.
— 26	Sebastian Cabot	Steele	Singapore	Deal.
— 26	Oriana	Guthrie	Colombo	Do.
— 25	Josephine Michiels	Coppenolle	Rangoon, for Antwp.	Off Falmouth
— 25	Nicot	Amesz	Batavia	Texel.
— 25	Alblasserdam	Horn	Do.	Do.
— 26	Vesta	Van Eyk	Batavia, for Rottrdm.	Brouwershaven
— 25	Aldebaran	Meyboom	Batavia	Texel.
— 25	Twechingen	Bruyns	Do.	Do.
— 25	Nederland	Eb	Do.	Brouwershaven.
— 25	Kinderdyk	Verdoes	Tjilatjap	Do.
— 29	Catharina Maria	Amerongen	Batavia	Do.
— 28	Susanna Johanna	Pieter	Do.	Helvoet.
— 16	Melrose	Nichols	Manila	New York.
— 17	Alexander	Dekker	Singapore	Boston.
— 31	Ravensbourne	Cooper	Colombo, &c.	London.
— 31	Evelyn Wood	Wylie	Shanghai	Do.
— 30	Corea	Houston	Manila	Do.
— 30	Marathon	—	Maulmain	Scattery Roads.
— 31	Dionysia Catharina	Berkelback	Batavia	Texel.
Feb. 3	Dioscuren	Wagner	Hong Kong	Off Falmouth.
— 3	Hyacinth	—	Canton	Downs.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 25	St. Andrew's Castle	McBain	Colombo	London.
— 20	Hellevoetsluis	Rems	Batavia	Shields.
— 27	Dunmail	Thompson	Hong Kong	London.
— 25	Wilhelmina		Batavia	Shields.
— 25	Veronica	Gresner	Galle	Sunderland.
— 26	Elisabeth	Lizelman	Batavia	Do.
— 8	R. S. Ely		Hong Kong	New York.
—	Golden Empire	Milroy	Do.	Cardiff.
— 28	Ocean Belle	Jarvis	Singapore	London.
— 23	A. C. Adams	Neavitt	Galle	Newport.
— 25	England's Queen		Shanghai	Do.
— 24	Madagascar	Protte	Hong Kong	Cardiff.
— 24	Aracan	Jessen	Singapore	Do.
— 25	Sarepta	Greig	Galle	Hartlepool.
—	Verena Collett	Vigoureux	Saigon	Dunkirk.
— 25	Toronto	Jarman	Colombo	Glasgow.
— 26	Young England	Campbell	Hong Kong	Newport.
— 26	Sparkling Dew	Bray	Galle	Do.
— 27	Glendoveer	Wilson	Singapore	Grimsby*
— 27	Europe		Hong Kong	Sunderland.
— 28	Europa	Picklen	Batavia	Do.
— 22	Netherland en Oranje		Sourabaya	Newcastle.
— 31	Admiral de Winter	Dill	Batavia	Falmouth.
Feb. 3	Helen Nicholson	Halliday	Shanghai	London.
Jan. 30	Jennie Eastman	Getchel	Yokohama	Penarth Dock.
Feb. 1	Orion	Anderson	Singapore	Sunderland.
Jan. 30 (cld.)	Edinburgh Castle	Erskine	Do.	Glasgow.

*After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Grasmere, Gaucho. For Yokohama and Nagasaki: Isles of the South, Queen of the Age. For Shanghai: Coral Nymph, Helen Nicholson, Pegasus, Wild Deer, Hindostan. For Hong Kong: Scawfell, Maiden Queen, Jubilee, Fusiyama, Ironside. For Batavia and Sourabaya: Ragna. For Singapore: Meridian. For Penang: Benvenue, Lord Nelson. For Colombo: Wynaud. For Colombo and Trincomalee: Boldon Lawn.

At LIVERPOOL.—For Yokohama: Grenadier. For Shanghai: Challenge, Joseph Sprott, Janet Ferguson. For Hong Kong and Canton: Bella. For Hong Kong: Milton. For Batavia and Singapore: Phaeton. For Singapore: Mary Nicholson, Iron Queen. For Manila: Victoria, Virgen-del-Carmen, Ogono. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles. For Galle: Queen Victoria, Lloyds.

At GLASGOW.—For Samarang and Sourabaya: Glenclune. For Batavia and Sourabaya: Chili.

SPOKEN.

DEVONSHIRE, Port Providence to Galle Dec. 19, 13 S., 89 W.
ARCHEANA, St. Thomas's to Galle, Dec. 3., 23 N., 12 W.
WALLES (?) (ship), Newcastle to Galle, Dec. 13.

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SCOOONER (barque), No. 0938, 2nd d. p., London to Nagasaki, Dec. 6.
ELLEN (barque), Shields to Shanghai, Oct. 19.
NEPTUNE'S CAR, New York to Hong Kong, Dec. 10, 13 N., 30 W.
PRINCESS OF WALES, Hong Kong to New York, Nov. 28, 35 S., 21 E.
BROUWERSHAVEN, Java to Dordt, Jan. 8, 27 N., 35 W.
AYRSHIRE, Clyde to Singapore, Dec. 7, 10 S., 29 W.
EVEREST, Liverpool to Hong Kong, Dec. 25, 7 N., 25 W.
MAUD HELEN, New York to Hong Kong, Nov. 24, 9 N., 116 E.
QUEEN OF THE SOUTH, Newport to Colombo, Dec. 25, 5 N., 25 W.
CONFUCIUS, Cardiff to Hong Kong, Dec. 18, 9 S., 34 W.
WILHEMINA, Sunderland to Batavia, Sept. 23, 4 N. 24 W.
SILOME, Shanghai to New York, Nov. 23, in the Java Sea.
BLANCHE (brig.), Cardiff to Japan, Dec. 26, 3 S., 31 W.
MARGARET (Hamb. ship), Shields to Shanghai, Dec. 22, 6 N., 26 W.

FREIGHTS AND CHARTERS.

We have no change of importance to note in berth freights to the Eastern ports since our last issue. Coal freights from the northern outports rule about the same.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight, 40s. and 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 50s. weight, 45s. meast. To Cheefoo: 60s. weight or meast. To Hong Kong: 50s. weight, 35s. meast. To Amoy: 60s. weight, 50s. meast. To Manila: 50s. weight, 55s. meast. To Singapore: 30s. weight, 35s. meast. To Penang: 35s. weight, 40s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £53. For Hong Kong: £44. For Saigon: £50. For Singapore: £33. For Batavia: £32. For Colombo, £30. For Galle, £36. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 10s. For Shanghai: £2 12s. 6d. For Cheefoo, £2 15s. For Hong Kong, £2 2s. 6d. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 11s. For Batavia, £1 10s. For Trincomalee, £1 14s. For Galle, £1 12s. 6d. For Colombo, £1 8s. 6d.

The Admiralty have invited tenders for the conveyance of 27 tons (meast.) naval rifles, &c., from the Thames to Hong Kong, and of 10 tons (meast.) powder, from the Thames to Galle.

CASUALTIES.

The Golden Empire, Milroy, from Cardiff to Hong Kong, put into Falmouth Jan. 26 leaky.

Advices from Rotterdam, dated Jan. 25, state that the India (Dutch ship), Vonck, from Java, has been aground between Brouwershaven and Helvoet.

Advices from Havre, dated Jan. 27, state that the Souburg (Dutch barque), from Batavia to Amsterdam, has been lost in lat. 49 N., long. 9 W., crew saved, and arrived at Havre.

The Vesta, van Eyk, from Batavia, which arrived at Brouwershaven Jan. 26, had been in collision with a ship, lost part of fore rigging and damaged bowsprit and bow.

The Susanna Johanna, Pieter, from Batavia, which arrived at Helvoet Jan. 28, had experienced severe weather on Jan. 17, and sustained much damage to rudder, sails, and bulwarks, and had also pumped up sugar.

The Dionysia Catharina, Berkelbach, from Batavia, which arrived at Texel Jan. 31, had encountered heavy gales from Jan. 18 to 21; in 46 N., 18 W., during which she lost sails and rigging, and made 18 inches water per hour.

The Alexander, Dekker, from Singapore, which arrived as Boston 17th Jan., experienced a succession of heavy westerly gales after passing Bermuda, had bulwarks stove and lost sails, &c.

A telegram received 3rd Feb. from Manila states as follows: "The Rosa del Turia, from the Clyde to Manila, reported lost."

The Europa (Brem. vessel), Vicklen, which sailed from Sunderland Jan. 28 for Batavia, was in collision Jan. 31 during a gale, whilst at anchor in the Downs, and lost both anchors and chains; others were afterwards supplied to her from Ramsgate.

There was launched on the 25th ult., from the yard of Messrs Charles Connell and Co., Clyde, a composite sailing ship, named the County of Stirling, of 1,174 tons, to class 14 A 1 at Lloyd's. She is owned by Messrs. R. and J. Craig, Hope-street, and is intended or their Java line of packets. On the same day Messrs. A. Hall and Co., of Aberdeen, launched a fine clipper barque of about 300 tons register, named Helen Black. The vessel is the property of Messrs. Glover Brothers, of Aberdeen, commanded by Captain M'Cullum, and is intended for the Japan trade.

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THE LONDON AND CHINA TELEGRAPH.

THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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THE CHINA TRADERS' INSURANCE COMPANY

(LIMITED).

REPORT of the COMMITTEE to the SECOND ORDINARY MEETING of SHAREHOLDERS, held at the Office of the General Agents at Hong Kong, DECEMBER 2nd, 1867.

The Committee have now the pleasure of waiting upon the shareholders with a report of the working of the Company during the past twelve months.

The amount of premia collected in Hong Kong and China between the 1st November, 1866, and the 31st October, 1867, and the amount collected at the foreign agencies, within that period, of which the general agents have received advice, after deducting all sums paid as bonus and commissions, and adding interest, amounts to $342,357.93, against $271,282.13 last year. This result indicates a very considerable increase in the business, while the future prospects of the Company are prosperous.

The losses, owing partly to the recent typhoons, have been heavier than those of the past year, amounting to $176,999.39, which have been paid, and outstanding averages and claims not yet settled are $22,661.22. It is expected that this last item will be considerably reduced. The annexed accounts have been audited by Mr. William Kaye and Mr. J. B. Taylor, the last named gentleman having been appointed by the Committee in the absence of Mr. Sassoon (elected at the last meeting of the shareholders); and in accordance with the Articles of Association, the meeting will have to elect auditors for the ensuing year.

It will be seen from these accounts that after carrying forward to the next year's accounts $17,000 for premia received in respect of risks taken before October 31st, but not yet terminated, and after carrying forward $22,661.22 to suspense account to meet unsettled claims put forward, and writing off $1,856.04 from preliminary expenses, there remains a balance to the credit of profit and loss account, in respect of transactions already closed, of $110,000, and the Committee recommend that this sum be declared available for distribution as profits of the Company for the year.

The apportionment of this sum, if appropriated as being so distributable, will, under the 132nd clause of the Articles of Association, be as follows:—the sum of $27,500 to be carried to the reserve fund and invested by the Committee; the sum of $27,500 to be divided pro rata among contributing shareholders; and the sum of $55,000, or $275 per share to be paid to shareholders as general dividend.

In the absence of Mr. Deacon and of Mr. Neilson from the colony, Mr. George J. Helland and Mr. E. A. Hitchcock have been selected from the shareholders as members of the Committee. In accordance with the 86th clause of the Articles of Association, two members of the present Committee retire from office at this meeting, but being eligible, offer themselves for re-election; while Mr. William Kaye also offers himself for election.

GEORGE J. HELLAND, Chairman.

LIABILITIES.

Amount received for 200 shares		$200,000.00
Do. due Manila agents		790.04
Do. due general agents for policy fees		65.00
Balance of profit and loss account for the year ending October 31st, 1867		149,661.22
		$350,516.26

ASSETS.

Cash in hands of general agents		$248,301.59
Remittance of £10,000 to London agents now in their hands		43,478.39
Premia in hand of London agents		52,517.37
Do. due by Calcutta do.		1,409.29
Do. do. by Sual do.		963.52
Do. do. by Bombay do.		134.02
Preliminary expenses	$5,568.12	
Less written off one third	1,856.04	
		3,712.08
		$350,516.26

PROFIT AND LOSS ACCOUNT:

Premia collected at head office and agencies ...	$397,086.69	
Less return premia ... $44,197.67		
And commissions... ... 22,935.05		
	67,132.72	
		329,953.97
Interest from agents		12,403.96
At credit reserve fund of 1865-66		29,500.00
Balance of pro rata dividend to contributors 1865-66 not yet paid		890.59
		$372,248.52

Losses paid		$176,999.39
Written off preliminary expenses one third		1,856.04
Charges account		9,478.63
Survey fees account		4,521.66
Loss in exchange on remittances		231.58
Amount transferred to credit of reserve fund 1865-66 ...		29,500.00
Carried to suspense account	$22,661.22	
Premia on unexpired risks carried forward to new account	17,000.00	
Available for distribution	110,000.00	
		149,661.22
		$372,248.52

RESERVE FUND.

Amount remittance to London agents, and invested in 5-20 U.S. Bonds, as per letter of April 17th, 1867	$29,500.00	Amount transferred from profit and loss account	$29,500.00

Audited and found correct by (Signed) WILLIAM KAYE, J. B. TAYLOR, } Auditors.

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COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *viâ* EGYPT, from SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by their steamers leaving Southampton on the 4th and 20th of every month. For GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by those of the 12th and 27th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 13th, 20th, and 28th of the Month.

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Hamburg-American Line, from Southampton.

North German Lloyd's Line, from Southampton.

And at Panama by the steamers of the

Royal Mail Line, from Southampton on the 2nd and 17th of month.

West India and Pacific Line, from Liverpool 5th and 20th of month.

Generale Transatlantique Line, from St. Nazaire 8th of month.

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West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

From Havre, Feb. 13 and 27, March 12 and 26, April 9 and 23, May 7 and 21, June 4 and 18, July 2 and 16.

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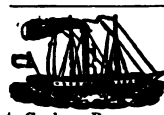
ARTHUR B. FORWOOD, Managing Director.



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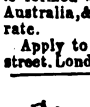

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Hong Kong ...	Mden.Queen	A1 14 yr.	W.I.D.	Feb. 10
Do. ...	Jubilee	A1 14 yr.	W.I.D.	Feb. 25
Kanagawa	Queen of the Age.....	A1 13 yr.	W.I.D.	Feb. 10
Singapore	Meridian ...	A1 10 yr.	W.I.D.	Feb. 21

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Hong Kong ...	Fusi-yama ...	A1 16 yr.	E.I.D.	With des.
Hong Kong ...	Canadian ...	A1 13 yr.	E.I.D.	To follow.
Yokohama, (Kanagawa) and Nagasaki ...	Isle of the South	A1 13 yr.	E.I.D.	With des.
Penang	Benvenue ...	A1	S.K.D.	With des.

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Calcutta	Accrington ...	A1 18 yr.	E.I.D.	With des.
Shanghai.....	Pegasus	A1 13 yr.	E.I.D.	Feb. 10.
Yokohama ...	Grasmere	A1 10 yr.	E.I.D.	Feb. 7.

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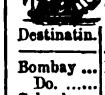

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Do.	Abergeldie ..	629	A1	E.I.D.	Do.
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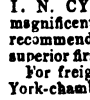

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To follow the "Mirella." With immediate despatch having the greater portion of her cargo engaged.

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For freight or passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A Regular Trader. To follow "the St. Andrew's Castle."

DIRECT FOR COLOMBO AND TRINCOMALEE, the Splendid Clipper-built ship BOLDON LAWN, A1, 11 years, 551 Tons Register. W. HOPPER, Commander. West India Docks. This fine Vessel, so favourably known in the Ceylon Trade, presents a splendid opportunity to Shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail on the 8th February.

FOR SHANGHAI, the splendid clipper, CORAL NYMPH, A1 12 years, 735 tons register; JOHN WINCHESTER, Commander, lying in the East India Docks. Has excellant accommodation for passengers.

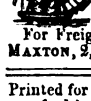
For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail on the 12th February.

FOR HONG KONG, the well-known clipper SCAWFELL, A 1 13 years, 826 tons register, ROBERT THOMSON, Commander; East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the Scawfell.



FOR HONG KONG, the well-known clipper IRONSIDE, A 1 13 years, 898 tons register, ANTHONY HEDLEY, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

With quick despatch.

FOR KANAGAWA and YOKOHAMA, the beautiful clipper, GAUCHO, A 1 13 years, 338 tons register, W. T. STOOKE, Commander, East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 18th, and 26th.

VOL. X.—No. 272.] LONDON, WEDNESDAY, FEB. 12, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Oct. 17	Dec. 12	Dec. 16
Nagasaki	—	—	Dec. 31
Hakodadi			
CHINA—Peking	—	—	Dec. 11
Tien-tsin	—	—	Dec. 16
Chefoo	—	—	Dec. 17
New-chwang			
Hankow	—	—	Dec. 20
Kiu-kiang	—	—	Dec. 21
Chin-kiang			
Shanghai	Oct. 29	Dec. 20	Dec. 27
Ningpo	—	—	Dec. 23
Foo-Chow	—	—	Dec. 23
Formosa—Tamsuy			
Amoy	—	—	Dec. 23
Swatow			
Hong Kong	Nov. 10	Dec. 24	Jan. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Oct. 29	Dec. 19	Dec. 21
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok	—	—	Dec. 30
BORNEO—Labuan	—	—	Dec. 23
Sarawak	—	—	Dec. 29
JAVA—			
Batavia	—	—	Jan. 1
MALACCA STRAITS—			
Singapore	Nov. 26	Dec. 29	Jan. 8
Penang	Nov. 26	Dec. 27	Jan. 11

The next inward mail, with Hong Kong dates to Jan. 15, is due on the 27th inst. Telegrams in advance of the French mail of Jan. 26 may be expected to-morrow, as the Indian line is now working well.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Ceylon, arrived Feb. 10.—From Hong Kong: Mr. C. Taffs, Miss Taffs. From Singapore: Mrs. Crane and two children. From Galle: Mr. Scott, Lieut. Jobling.

To Southampton, per P. and O. steamer Tanjore, expected to arrive Feb. 18.—From Singapore: Mr. Barton. From Shanghai: Mr. Grant, Mr. Warden. From Hong Kong: Mrs. Swinhoe, two children, and servant, and one second-class passenger. From Galle: Mr. Pardoe, Mr. Oliffe.

To Suez.—From Singapore: Mr. Albers. From Swatow: Mrs. Cooper, two children, and servant.

By last Bombay mail, to Marseilles, per P. and O. steamer Ripon, arrived Feb. 4.—From Shanghai: Mr. T. Wade and one second-class passenger. From Hong Kong: Mr. McLellan.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, Feb. 4.—To Shanghai: Mr. R. Haslam, Mr. Carles. To Hong Kong: Staff Asst. Surg. and Mrs. Ray, Dr. Henry Gostling. To Penang: Mr. and Mrs. J. Allan and child. To Ceylon: Lieut. James, and seven second-class passengers. To Calcutta: Inspector-General of Hospitals Muir, Miss Muir and governess, Mr. H. D. Willock, Mr. J. W. Johnson, Mr. W. Eckstein, Mr. A. H. Tyndall, Mr. R. Ewing, Mr. E. Le Lieure, Mr. R. Wallmett, Mr. C. F. Cox, Mr. C. V. MacIvoy, Mr. R. W. Everett Green, Mr. J. A. Campbell, Mr. H. Beckley, Mr. Kinnear, Rev. Mr. and Mrs. Herron and child, Miss Hill Rennie, Mr. J. H. Cavaye, Mr. Cremer, and fourteen second-class passengers. To Madras: Mr. Spence and Brother, Capt. M. Dickenson, Mr. H. Lyons, Mr. J. R. Crainger, Mr. J. M. Bell, Mr. J. W. Martin, Mr. F. Bricknell, Mr. D. F. Martin, Capt. and Mrs. Miller, Mr. J. A. Dewing, and four second-class passengers.

From Marseilles, Feb. 18.—To Yokohama: Mr. Stitt, Mr. J. Hudson, Mr. J. P. Mollison. To Shanghai: Mr. S. Brown. To Hong Kong: Lieut.-Col. de Butts, R.E., Mr. and Mrs. Alfred Hancock, Mr. R. Watmore, Mr. R. Kadelfahr. To Singapore: Sir Benson and Lady Maxwell, Miss Maxwell, Mr. J. C. Ker. To Batavia: Mr. J. S. Aitken, Mr. M. van Slooten. To Ceylon: Mr. C. A. Young, Mr. Bartlett. To Calcutta: Mrs. Snead, Mr. Steer, Mr. E. C. Daniell, Mr. G. Gregory, Mrs. Lazarus, Miss Lazarus, Miss Henry, Mr. J. Rome, Hon. F. A. B. Glover, Mr. and Mrs. A. Hotson, Dr. C. R. Francis, Miss Pughe, Lieut. Col. and Mrs. Dawson, Miss Dawson, Mrs. and Miss Peppe, Mr. and Mrs. W. T. Low, child, and two daughters, Mr. Kynoch. To Madras: Mr. and Mrs. Mackenzie, child, and servant, Mr. J. Campbell, child, and servant, Mr. J. H. Orr, Lieut. Col. and Mrs. Gosling, Dr. M. S. Low.

From Malta.—To Madras: Marquise Viviana de Ferrazanno and child.

From Suez.—To Calcutta: Mr. and Mrs. E. Grey, two children, and servant.

Per P. and O. steamer Nyanza, from Southampton, Feb. 20.—To Hong Kong: Mr. and Mrs. Swanson and child, Miss Goodall, Mr. W. L. Tucker, R.N. To Ceylon: Mr. E. Blyth, Capt. Lutman, Mr. and Mrs. H. A. Gnatt and two children, Miss Bailey.

From Marseilles, Feb. 28.—To Kong Kong: Mr. F. W. Kitching, Mr. H. D. Phipps, To Ceylon: Mr. J. Campbell, Mr. and Mrs. Greig.

Per P. and O. steamer, from Southampton, Feb. 29.—To Shanghai (via Bombay) Mr. N. H. Walker, Mr. E. P. Hague. To Singapore (via Bombay): Mr. W. Bolton.

From Marseilles, March 5.—To Shanghai (via Bombay): Mr. and Mrs. H. W. Hardy, Mr. and Mrs. Helbling, Mr. R. Broadsted. To Hong Kong (via Bombay): Mr. J. G. Fry, Mr. and Mrs. F. W. Ramsay, Mr. and Mrs. A. R. Hewlett, Mr. J. O. Leat. To Singapore (via Bombay): Mr. and Mrs. Sturzeneggen.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have no later advices than those received by the French mail delivered on the 5th. The *Japan Herald* confirms the announcement already made that Sir Harry Parkes would proceed to Hiogo in H.M.S. *Adventure* on the 21st Dec., and adds that he will be accompanied by all the members of H.M. Legation. The other foreign representatives will probably leave about the same time.

The *Herald* has the following remarks on the progress of the Japanese newspaper published by the Rev. Mr. Bailey:—Nine months ago a review appeared in the columns of the local press welcoming the appearance of a newspaper, the *Bankoku Shinbunshi*, and we are led by a changed and marked improvement in its appearance to notice again what we cannot help thinking a useful step—*apropos* of the above remarks—in the direction of true missionary enterprise. With a people constituted as the Japanese, generations may elapse before we can hope for a real foundation being laid, whereon Christianity can rest as on a secure basis. A knowledge of the outer world, of its past history, and a consent of mind with its peoples, is the most obvious preparation for these. The newspaper we mention has now arrived at its eighth number, and obtained a circulation of nearly 4,000 copies, is much enlarged and improved in appearance, and is now printed on European paper, a measure necessitated, we are informed, by Japanese imitations of former copies being in circulation. We have been furnished with the original, from which this number has been translated into a form which, after consideration, is adopted as that more easily read by the majority of natives, and think that a more judicious selection of information than that offered for their perusal could hardly be made. It consists mainly of extracts, with remarks of important news from all parts of the world, arranged under the names of the various countries. The Abyssinian Expedition and the Roman difficulty occupy considerable space, and there is the continuation of a paper on the avoidance of collisions at sea, accompanied by diagrams. The Editor of the paper—the Rev. M. B. Bailey—with judgment, avoids political opinion, confining himself entirely to information, and to educate the peaceful relations of races, so that the character of the paper is wholly cosmopolitan. In addition to current affairs some numbers contain selections from history, or descriptions of the more remarkable objects in the outer world. The remainder of the paper, which is in the form of a pamphlet of 48 pages, is occupied by advertisements, a medium of communication which cannot fail to be of great use at the present crisis. We cannot but cordially wish continued and increasing success to our contemporary.

CHINA.

TIENTSIN.

Advices from this port reach to the 15th December. Our correspondent speaks in very encouraging terms of the prospects of the direct trade between Europe and Tientsin. He says:—

"Our imports of Grey Cotton Goods this season up to the end of December has been 966,851 pcs.; and of Cotton Goods of all descriptions 1,238,317 pcs.; and last year to same date

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of Grey Goods alone, 966,569 pcs.; and of all sorts of Cotton Goods, 1,276,212 pcs.; showing a deficiency upon the whole of 37,895 pcs., principally in fancy cottons. This season we have had about 65,000 pcs. less of shirtings, but 40,000 pcs more T-cloths, and 19,444 pcs. more drills, the great increase being in American Drills.

"Every one here is greatly interested in the revision of the tariff and articles of the treaty affecting trade. The general opinion seems to be that nothing will be done at present but enforce the previous and existing regulations principally as to transit dues. I am anxious to see the mines opened, and to have our river dredged.

"Much interest has been excited regarding the opening up of the coal mines to the west of Peking; several hundred tons which have come down have sold to steamers at 12 tls. per ton, besides duty which amounts to 7 mace per ton. This coal, although costing at the mines only 1 tael per ton, cannot be sold at Tientsin with a moderate profit under 12 tls. per ton, both land and water carriage between the mines and Tientsin being very bad. We have much need of a new government, or to have the present one turning over a new leaf for the better. The country to the north of this is rich in minerals of all kinds, but the mines are not allowed to be worked except on the smallest possible scale, at a great expense. For instance, in one coal mine now at work there are 45 men employed; of these, 25 men are carrying out the water from the mines, and 15 men dig and carry out the coal. I have lately heard of a silver mine containing rich ore. Government, it is said, claim a royalty of *one-third*. The great wonder of the day here has been the appointment of Mr. Burlinghame by the Chinese Government as the head of a mission to visit America and Europe, with two Chinese, the highest of whom ranks as a Taotai, the other being of inferior rank. Mr. J. McL. Brown, of the British Legation, goes with him, as also does Dr. Sharp, who went on the late mission. Some accounts say Mr. Burlinghame goes as Minister and Ambassador to all the foreign Powers; others say, and they got their information, they tell me, from himself, that he goes as head of a mission to show these Chinese the difference between things in America and Europe and in China. The foreign Ministers in Peking, it is said, have all approved of the appointment.

It is rumoured here that Mr. Seward, late Consul-General in Shanghai (who is now on his way out from America) will succeed him as Minister, Dr. S. W. Williams again acting as Minister in the meantime.

"The season this year has been unlike any other we have had since 1860. We had no rain in the spring or summer, too much in autumn, consequently both spring and autumn crops were spoiled. The weather continues very open, the river still being free of ice, although it was frozen in part some time ago. You are quite conversant with all the China failures. Tientsin, not to be behind-hand, has also one, in the person or firm of J. A. T. Meadows, or Meadows and Co.

Mr. Burlinghame on his way down from Peking to Tientsin with his family had to wait at Kesimo, half-way between Peking and Tientsin, on account of rebels being in the wait for them. A courier was sent to Peking for an escort, and another to Tientsin for another. The robbers were seen in the distance, and reported to be in bands of 400 to 500 each; they got down safely, but a French Bishop since then is said to have been attacked on the road, and robbed of his watch, his rings, and all he possessed. The Legation escort is now here to take up treasure; we shall be glad to hear they have got up safe with it.

"There have been two fires in the city lately, the first of which burnt 50 native hongs."

SHANGHAI.

Dates by private steamers to Hong Kong are to the 27th Dec. The items since the last French mail of 24th are unimportant: The *Evening Express* says:—We have just received, from a correspondent across the water, the following particulars of an earthquake shock, felt by him about 10 A.M. to-day (18th) at Pootung. The fact of there having been a similar shock felt in Shanghai on the 16th December, 1852, is a very curious coincidence and we shall be glad if some of our scientific readers will favour us with their ideas on the subject:—"I do not know whether the people of the Shanghai side of the river felt the shock of an earthquake this morning; I however felt a rather sharp shock, and having felt several others in Shanghai before, I am certain you will hear of shocks having been felt elsewhere. I was lying reading when my house shook considerably; I immediately jumped up and looked at my chronometer and found the time three minutes to 10, several of my people also felt the shocks, and on my going down stairs I found a large chandelier was oscillating several degrees from north to south, and it was nine minutes before it became stationary. I shall be interested to learn how this will effect pendulum clocks; I should imagine those standing facing east and west will have the time considerably accelerated, and those standing facing north and south will probably stop altogether from the weight being suddenly pressed against some parts of the works of the clock. On referring to an old Shanghai almanac of 1852, I find the following entry:—"1852, Dec. 16, heavy shock of an earthquake at 8 P.M." It appears somewhat remarkable that after an elapse of fifteen years an earthquake should again occur here at or near the same time of the year, in December, say within thirty-eight hours of each other. I noticed this morning several distinct vibrations, say seven or eight, in about as many seconds." On inquiring, I find that the shock referred to was also felt in this settlement, and caused the stoppage of pendulum clocks in Gonsbert, Muller's and Dato's stores. The clock on the French Municipal Hall also stopped at the same hour.

Rumour has it that the mandarin in charge in the vicinity of the Beacon, who was so bitter an opponent of Mr. Reynolds' telegraph scheme, is now in treaty for the purchase of the plant, believing that he could effect an amelioration of the Fungshuey difficulty, if by having the line under his own control he could make immediate reports to the Taotai of foreign vessels on shore, and thus gain the 200 taels which his Excellency has notified he will generously bestow on anyone who gives him the earliest information of such a catastrophe. Had this telegraphic venture not been interfered with, its proprietor would, doubtless, have been willing to give all such news to the Chinese officials for a lower figure than they now offer.

It is certainly not before high time that the British Government is taking into consideration the question of new regulations for the merchant navy. Within the last week three vessels have arrived in this port from England, in all of which scurvy is prevalent to a frightful extent. It is surely a disgrace to a great commercial nation like Great Britain that this state of things should continue. Nothing of the kind is now ever heard of on American vessels, and we have no right to be behind the age. Is there no official in port who has the power to make inquiries into a matter such as this?

It is a circumstance worth noticing that there is a Chinese prophecy in a suppressed native book, to the effect that the reign of the present dynasty will cease with the coming year, and that a foreigner will ascend the throne of China. Circumstances certainly seem to point to this prophecy's being likely to become realised.

We hear that arrangements are likely to be made by the U.S Post-office for the transmission of coast letters at a lower rate than at present charged by the amalgamated Local and British Offices. Five cents each letter is the sum spoken of.

The property of the Shanghai Wharf Company has been sold to the British naval authorities for the sum of 25,000 taels. Referring to this purchase the *Express* remarks:—"The original cost of the property we shall be right in estimating at fifty thousand pounds sterling. It has been sold by private contract for half as many taels, at which small outlay the British Government have secured the finest naval yard they have, or are likely to have, in this quarter of the globe."

We are glad to find that the first brew, this year, at the Empire Brewery, has been fortunate. The establishment of a brewery at Shanghai was a plucky experiment, and deserves success. Last year, Mr. Evans was unlucky in commencing to brew too soon, and a long spell of hot weather spoiled nearly the whole of the first batch of beer. This year, he deferred operations till later in the season, and has succeeded in turning out a very pleasant fresh ale.

H.B.M. Consul, Mr. Hughes, was attacked in Kiukiang city, a few days ago, under the following circumstances. On returning from the rifle match one of the competitors seems to have shot a dog. He was probably, writes our correspondent, "a stranger and not habituated, as residents here are, to have furious looking dogs rushing out at them from every doorway. Your Shanghai dogs are lambs compared to the wolfish animals we are blessed with here. Be this as it may, as our Consul, who was taking an evening walk, passed near the spot, an angry mob assembled, exhibited the dead dog, and hustled him and Mrs. Hughes. One man, supposed to be a brave, actually col-

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lared and shook Mr. Hughes, while a brickbat was thrown at his wife. He at length pacified them by promising to try and find out the wrong-doer. The men followed him to the Consulate, but left with this promise. And here is an end of the matter! It is even reported that Mr. Hughes has laid no official complaint before the Taotai, and intends to let the matter drop. M. Dabry's action, under somewhat similar provocation, may have been injudiciously violent; but I refer even it to complete oversight." We cannot but think our correspondent must be misinformed. It is so clearly the duty of H.B.M.'s Consul to demand redress for violence of this kind, offered to any British subject, that we cannot think he intends to ignore the insult offered him.

Once again has the Court decided that the consignees of a ship are entitled to a commission on the charter of freight of a ship consigned to them. The last case being that of Jardine, Matheson, and Co. against the ship *Strathmore*.

Charles William Hudson has been adjudicated bankrupt. The departure of Mr. Wade is thus noticed in the *Supreme Court Gazette*:—"We have to note the departure for Europe of Mr. T. F. Wade, Secretary to H.B.M. Legation at Peking. This gentleman has been for some months resident in Shanghai, and has been engaged in the completion of his valuable work on the Chinese language, the Tsu-Erh-Che, of which the second or documentary portion has just been issued from the press. Mr. Wade's departure from the place is not a little regretted; as, by his universal courtesy no less than by his well-known talents, he attracted much respect and esteem.

By the *Osaka*, from Nagasaki, we learn that the Japanese have bought the steamer *Coquette* for $85,000.

HONG KONG.

Dates are down to the morning of the 1st January. The latest mail from London was that of 10th November received on the 24th December.

On the Memorial to the Colonial-office which we published in our last the *China Mail* has the following:—

"It is not necessary that we should recapitulate the events which have finally led to a near approach to colonial insolvency and the production of the memorial in question. It is sufficient to allude to the existing fact that Hong Kong is at the present moment required to pay a large sum annually towards the maintenance of troops detailed to uphold British interests in China and Japan. There are but two questions which will be taken into consideration by the Colonial-office dealing simply with the case as it stands. Firstly,' Does Hong Kong in itself—presuming that the open ports of China and Japan were non-existent—require the presence of British troops, and if so to what extent? And, secondly, Can the amount required be raised in the colony by any means compatible with just legislation and a fair regard for the interests of commerce?' It is upon the answers given to these two questions that the decision of the Home Government will be based. We can safely aver that but little attention will be paid to the circumstances under which the impost was first levied. The case will stand in its simplest form thus:—Hong Kong says it ought not to pay and cannot pay the contribution. Ought it to pay and can it be made to pay the whole or a part of it?"

The *Gazette* notifies that his Excellency has accepted Lieutenant Brinkley's resignation of the private secretaryship, and that James Russell, Esq., is provisionally appointed to that office until further notice. Also that F. S. Huffam, Esq., is to be official assignee in all bankruptcies adjudicated previous to December 28.

The acting Commissioner of Customs at Canton has proceeded, we learn, to Hainan in the Customs' steam cruiser *Hai-ching* for the purpose of exploring the island, with a view of ascertaining the capabilities of its ports in a commercial point of view. The Chinese gunboats *Feiloong* and *Suitsing*, Captains Edwards and Stewart, are operating with a fleet of junks against pirates on the lower part of the West River.

The *North China Herald* has a stinging criticism on Mr. Lobscheid's Dictionary, and the London correspondent of the same paper deals pretty freely with the character of Mr. Murrow's new venture in London. The latter writer does not fail to notice the difference between Mr. M.'s London utterances and those which he permits in his name in Hong Kong.

The Pacific Mail Company's service is as follows:—

Steamers will leave Hong Kong for Yokohama and San Francisco, as follows:—

Great Republic, Capt. Doane, on or about Jan. 14; *China*, Capt. Smith, on or about Feb. 24; *Colorado*, Capt. ———, on or about March 16; *Great Republic*, Capt. Doane, on or about April 16.

Costa Rica will leave Shanghai January 15, February 25, March 17, April 17, to connect with above-named steamers at Yokohama.

The 15th number of *China Punch* has come to hand by this mail, and well sustains its character for comicality and satire.

SIAM.

BANGKOK.

From Siam we learn that political matters there have been very quiet since the French Plenipotentiaries left. Neither party seems to be pleased with the Spirit Treaty. Unless all the treaty Powers consent to it, it will amount to nothing. From present appearances there will not be any difficulty in securing the consent of the various Treaty Powers.

A most singular letter has appeared in the *Siam Monitor* addressed to the United States Consul by one of his countrymen. It seems that the Consul erased the name of the man from the register at the consulate and treated him in such a manner that he felt constrained to expose him. The United States Consul has been very unpopular for a long time; while it is a harsh way of treating a public officer in this manner it is feared there is too much ground for excusing if not justifying it. Some are of opinion that the half has not yet been told. The United States Consul has given numerous protection papers to the Chinese and attempted to take them under the jurisdiction of the U. S. Consulate, which has given offence to the Siamese authorities. Parties just returned from up the country report seeing the American flag flying on Chinese boats. Three boats were recently seized at Paknam with the Consul's papers, and the owners ordered to be punished. The U.S. Consul is about leaving for America, and the man who is reported to take his place will probably try to follow in the footsteps of his illustrious predecessor. His Majesty and Court have been dedicating a Buddhist monastery at the great lotus tanks called Sah Potumawrin for nearly a week past. His Majesty has built a splendid temple, with pagodas, cloisters, and the usual paraphernalia, at these lotus tanks, and it is one of the most pleasant retreats for picnics in the country.

His Excellency the Prime Minister has just celebrated his sixtieth birthday, and it has been a grand affair. Numerous presents both from the natives and the foreign community were presented to his Excellency. The British subjects united not long ago in procuring a splendid piece of plate in the form of a lighthouse to present on the occasion. The work is so unique and elaborate that the London artists were unable to complete it in time to forward for presentation, but sent a beautiful drawing, and the subscribers, headed by H.B.M. Acting-Consul, formed a deputation, prepared an address and presented it to his Excellency. The reception, address, and reply were admirably done, and did honour to all concerned. The lighthouse represented will soon be commenced, and Siam will have a bright evening star to guide the anxious mariner in the dark and stormy nights to a safe anchorage or to cross the bar. Shipments of rice have been very extensive of late and the price has gone up. Recent reports from up-country state that the water has subsided earlier than usual, and the rice crop will not be so extensive as expected. It is quite fair, however, and there will be a large amount for exportation.

STRAITS SETTLEMENTS.

SINGAPORE.

From this port we have advices to the 8th ultimo. The French mail of the 19th November arrived out on the night of the 24th December, making about the longest passage on record yet of the Messageries line. The P. and O. mail of 26th November was delivered on the 29th, with London telegrams to the 11th December. The following summary of news is from the *Straits Times*:—

"The last fortnight has been rather a quiet one so far as politics are concerned. His Excellency the Governor proceeded to Penang on the 21st December, and still remains there. There has been no further discussion regarding the unlucky paragraph in his speech, closing the Legislative Council, which smacked so much of heresy on the cardinal point of faith of the colony—Free-trade; but we believe strong representations have gone home on the subject and probably we have not heard the last o it yet. There lingers in the minds of our merchants a painfu

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impression which will not readily be got rid of, and which will cause them to watch the future proceedings of Government on this sensitive question very narrowly and distrustfully. Some contemplated changes of heads of the lower departments of Government have evoked some criticism which will probably have little effect. Particulars have been received of the new contract with the P. and O. Company, by which it appears there will be some changes affecting the Straits colony. Penang is left out altogether, and not a word is said about any postal arrangements whatever with that island. As regards this place, the only change is that we are to have shorter time than heretofore, viz., only 12 hours of daylight, which is not a matter of much moment. It has been a subject of remark that notwithstanding the larger subsidy and the shorter detentions at different ports the average contract time remains unaltered, viz., 33 days to this port.

"There have been no public amusements in the shape of theatres or concerts, but we have enjoyed our usual Christmas and New Year's Day festivities for the first time as colonists very heartily and merrily. The New Year's sports on the Esplanade went off with the greatest *eclat*. The regatta was also a great success, and altogether it was shown satisfactorily that our metamorphosis into colonists has not had more effect in diminishing our capacity for enjoying ourselves than it has had in making us growl less when we hear of taxation and shipping dues.

"We believe that Colonel Macpherson will leave for England by the first or second mail in January on twelve or fifteen months' leave of absence. Captain Playfair, formerly Acting Resident Councillor at Malacca, comes down here by the return of the *Rainbow*—expected during the week; and it is believed he will be appointed Acting Colonial Secretary during Colonel Macpherson's absence. It is probable that the Governor may return here from Penang for a day or two before the year is out, so as to arrange this and some other matters.

"Admiral Andreae, the newly-appointed Admiral of H.N.M.'s fleet in the East Indies, arrived here by the last French mail, and embarked for Batavia on board H.N.M.'s steamer *Amsterdam*, which vessel was specially sent up here for the purpose of conveying the Admiral to that port."

On the omission of Penang from the new postal service the *Straits Times*, in some further remarks, rather congratulates the Penang merchants than condoles with them. It says:—"We think we can demonstrate pretty clearly that they will be better off when left alone by the two great companies. As no mail steamer for Europe or from Europe will henceforth touch at their port they must necessarily find means of communication with this port, and this independently of opportunities by the opium or Government steamers. They must have a small steamer of their own, running at stated times for the Europe mails. They will in consequence henceforward be master of their own time—they will know exactly when to close their home mails—there will be no more sitting up all night, no more routing out of bed at untimely hours, and no more sudden rushes down from the invigorating cold of the hill into the close enervating atmosphere of the town; and, last of all, no need for further remonstrances or petitions to haughty officials deaf and dumb to everything but their own ease and interest. That there will be a steamer put on either by the P. and O. Company or Government there can be no doubt, although not a word is said on the subject in the new contract. And this being granted, if the Penang merchants are still not satisfied, we recommend them to come down here and see how they like the advantages enjoyed by the Singapore merchants from the endless number of steamers calling daily to and from all parts of the world. No sooner is one mail despatched than another must be begun."

PENANG.

The news from Penang contains no noteworthy feature except the disapprobation excited by the discontinuance of the mail service so far as this port is concerned. The following on this subject is from the *Penang Gazette*:—

"The fiat has gone forth—the Postmaster-General and the directors of the P. and O. Co. have decided that the mail steamers shall no longer touch at Penang—that is, under the new contract. An official notice to that effect was received from the Singapore Postal Department, by the *Clan Alpine* this afternoon, and was communicated by order of his Excellency the Governer to the members of the Chamber of Commerce.

"Well, it is something quite new for us to learn that the trade of the island and province is so *mesquin*, and the business of our merchants and traders so paltry, that the Home authorities do not consider it worth the trouble to insist upon the call of the P. and O. mail steamers on their passage to and from China, although that trade amounts to little short of £5,000,000 sterling per annum—a sum much exceeding that of many of our West Indian colonies, who nevertheless have their regular mail steamer, subsidised by the Home Government. The P. and O. directors have evidently powerful friends at Court!

"Something must speedily be done to insure timely connection with the mail steamers in Singapore, if we do not wish for the utter ruin of our trade. We must hope that the Colonial Government will place the *Peiho* at the disposal of the postal authorities for the conveyance of the mail, until some better arrangement be made; meanwhile, it behoves our Chamber of Commerce and Exchange to move energetically in the matter, which undoubtedly they will do, and, with strong remonstrance and indignant protest, exert such a pressure on the Postmaster-General's department as to cause a return to the fortnightly mail as heretofore."

On the subject of the Governor's recent speech in closing the Legislative Council, the *Gazette* says:—"Here in Penang, as in Singapore, all seem to have but one mind on the matter, and that is, a general regret that the opinion of his Excellency should differ from that "so extensively professed in the Settlements" as to the absolute necessity for a continuance of free trade, if we would hope for a continuance of their prosperity. The French soon found out that with the restrictive duties at first established at Saigon there could be no hope of their new colony ever becoming a success; so they wisely followed our example, and declared Saigon to be a free port, and that in so doing they have done well is most clearly demonstrated by the greatly increased trade of the port. The Dutch, too, finding that the trade of the Celebes and other islands to the eastward all came to Singapore, borrowed the hint from us, and opened several of their easterly outports to free trade, and so succeeded in diverting from Singapore not a little of the trade of the Archipelago."

Governor Ord does not seem to have had a very enthusiastic reception at Penang. The *Gazette* says:—"His Excellency the Governor of the Straits Settlements arrived here by the colonial steamer *Peiho* on the 23rd of December. A guard of honour of the 35th M.N.I., with the regimental band, attended. On landing his Excellency was received by the regimental and artillery officers, the heads of the Government offices, and W. T. Lewis, Esq., the Siamese Consul. We suppose that the absence of other consular officers is to be ascribed to the fact that they are all merchants, no one of whom, European or native, attended to welcome his Excellency."

THE PENANG MAIL SERVICE.

(To the Editor of the *London and China Telegraph*.)

SIR,—On the 4th instant the community of this island were officially informed that the P. and O. Company had made it a condition of their new mail contract that their steamers should not call at Penang. Some days previously a telegram had been received announcing the passing of the contract in the House of Commons, and at that time a rumour of the above condition was prevalent, but not given credit to, as no one could believe that the P. and O. Company, not to mention Government, would thus summarily withdraw a direct mail communication from an old British colony, which has for a quarter of a century been in the enjoyment of its benefits, and the trade of which, now amounting to about £5,000,000 sterling per annum, is yearly increasing.

The reason given by the P. and O. Company is the prospect of a local service being established between Penang and Singapore. The fact as regards this local service is, that for the past few months a small steamer has been running on the line, and the writer believes has not been able to earn freight enough to pay its charges. This steamer has almost no passenger accommodation, and to establish an efficient local service the Straits Government would have to purchase and work, with no prospects of any return for the money, two steamers; and even with such a service the Penang community would receive their English mails at least five days later and require to dispatch their mails four days earlier than they now do, occasionally running the risk of missing a mail altogether.

And why necessitate such an expense and delay? Because the P. and O. wish to save a delay on the route which rarely exceeds eighteen hours, and which, judging from past experience, will in future in many instances take place at Galle and Singapore. Why grudge the community of Penang the wasted hours which will be spent outside Singapore Harbour till dawn gives to that community the twelve precious hours of daylight accorded to it?

The very fact of the P. and O. Company making such a condition in settling the mail contract as the withdrawal of their steamers from a British colony only a few hours off their route, put a strong argument in the mouth of Government in defence of their offer of the contract to the Messageries Imperiales steamers. These steamers, if largely subsidised, at

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least, neglect none of the French colonies; and the British Government should have been careful to see that none of its dependencies were left, as Penang now is, without a regular line of steamers calling at it, carrying surgeons qualified to attend to invalids.

Much has been written of late as to public sympathy with mail companies who meet with such losses as the Royal Mail Company lately did. And that company, looking to the manner in which they work the mail services in the West Indies, calling regularly at many smaller dependencies than Penang, deservedly met with such sympathy. But it is unfortunate that any should have been accorded to the P. and O. Company, seeing they have so soon belied it. Mr. Scudamore may talk of these companies not being carried on on commercial principles, but his policy, as in this instance of increasing a subsidy, and at the same time allowing a company to withdraw their service from a British colony almost directly on their route, tends to their being so. The company's object in passing Penang is no doubt to enable them to compete more favourably with the Messageries Imperiales steamers, but their experience in Japan and China ought already to have taught them that swift steamers will not alone bring to them the bulk of the silk traffic. The total disregard of the wants of a British community—shown firstly in their making the condition leaving Penang out of the route, and secondly in the manner in which they carried through the transaction—does not augur well for their consulting any interests in future except their own. Should they assert that the condition complained of was inserted in the interests of the British community in China, that community will no doubt repudiate the libel. They are surely as willing to submit to a few hours' delay in their mail service for the benefit of their fellow countrymen engaged in the arts of peace as for the sake of those on an Abyssinian expedition.—Yours respectfully,

Penang, Jan. 9, 1868. A BRITISH SUBJECT.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

AITKEN—On the 22nd Dec., at Hong Kong, the wife of A. G. Aitken, Esq., of a daughter.

BOYD—On the 14th Dec., at Kolongsoo, Amoy, China, the wife of T. D. Boyd, Esq., of a son.

BURDON—On the 4th Dec., at Peking, the wife of the Rev. J. S. Burdon, of a son.

CHESHIRE—On the 26th Jan., at Heathfield, Orton, Cheshire, the wife of Samuel Harley Cheshire, of a daughter.

LAWRENCE—On the 28th Jan., at Beechwood, Aigburth, near Liverpool, Mrs. Edward Lawrence, of a son.

NEWBERY—On the 10th Feb., at Heathlands, Ottery St. Mary, the wife of Joseph V. Newbery, Esq., of a daughter.

REME—On the 6th February, at Hamburg, the wife of G. A. Reme, Esq., of a son.

RICKETT—On the 30th Dec., at Hong Kong, the wife of John Rickett, Esq., of a son.

SHELSTON—On board the Braganza, Hong Kong harbour, the wife of Captain J. P. Shelston, of a daughter.

MARRIAGES.

RIACH—BUYERS.—On the 24th Dec., at St. Andrew's Church, Singapore, by the Rev. C. J. Waterhouse, M.A., John Riach, shipbuilder of Hong Kong, to Jane, eldest daughter of Mr. J. C. Buyers, Singapore.

SHELFORD—LAWRIE.—On the 24th Dec., at St. Andrew's Church, Singapore, by the Rev. C. J. Waterhouse, M.A., Thomas Shelford, Esq., to Flora Hastings, daughter of the Rev. G. J. Lawrie, D.D., Monkton, Ayrshire.

WHITE—SMITH.—On the 4th Feb., at St. Stephen's Church, Bayswater, by the Rev. J. Alexander Jacobs, curate, Henry Osborne, third son of James White, Esq., M.P., of Chichester-terrace, Brighton, to Emily Euphemia, youngest daughter of the late Sir Benjamin Smith, Gentleman-at-Arms, &c.

WINCHESTER—CHISHOLM.—On the 9th Jan., at Belford Church, by the Rev. — Armstrong, Capt. Archibald Winchester to Frances, third daughter of George Chisholme, Esq., of Elwick Farm, Northumberland.

DEATHS.

CASTILLA—On the 3rd January, at Galle, on his way home from China, Captain Henry, Castilla, for many year commander of steamers in the China waters.

DENNYS—On the 1st Feb., at Iver, at the house of his son-in-law, Dr. Carr, Nicholas Dennys, Esq., aged 87, sincerely lamented by every member of his family and a large circle of friends.

FITZROY—On the 5th Feb., at the residence of her brother, Frogmore Park, Blackwater, Hants, after a long and painful illness, aged 49, Elizabeth Georgiana FitzRoy, second daughter of the late Admiral Lord William FitzRoy, K.C.B.

HENDRICKSON—On the 20th Dec., P. Hendrickson, Bailiff of the Supreme Court, Hong Kong, aged 34 years.

PEACHEY—On the 6th February, suddenly, at his residence, Roden-house, Hornsey-lane N., John Peachey, Esq., of Frederick's-place, Old Jewry, solicitor, in his 61st year.

RATHBONE—On the 1st Feb., at his residence, Greenbank, Liverpool, in the 81st year of his age, William Rathbone, Esq.

YOUNG—On the 3rd Dec., at Irwell Bank, Singapore, Isabel Henderson, daughter of Jasper Young, Esq.

Commercial Report.

CHINA AND JAPAN IMPORTS.

SHANGHAI.—The market for manufactured goods has been in a dull and inactive state during the fortnight, and values of most staple articles have declined. Grey Shirtings of 8¼ lbs. weight have given way in price 22 to 25 candareens per piece, and in sympathy with them 7 lbs. to about the same extent. To arrive, a fair inquiry has ruled for these goods at low rates. White Shirtings have met with but little attention, and rates have declined 5 candareens to 1 mace per piece. T-Cloths have found buyers to a fair extent at lower figures. Fancy goods have been in little or no favour, and quotations for all descriptions have had to be lowered. Two vessels have arrived from England with manufactured goods. Woollens: Spanish Stripes have been taken to a moderate extent at low rates. Medium, Broad, and Habit Cloths continue out of favour. Camlets, of assorted colours, have not been asked for, but for Scarlet there has been a fair inquiry at tls. 14 to 14.2.5 per piece for S.S. cargo. Long Ells have given way in price, and met with but little attention. For Lastings there has been no inquiry. Orleans, both Plain and Figured, have remained very depressed. Metals: Iron of all descriptions has been in small supply, and prices of Flat, Round, and Hoop have advanced somewhat. Pig has been dull of sale at a decline in value. Lead has been in good demand, both on the spot and "to arrive," and rates have advanced considerably. Tin Plates and Steel have both been asked for at higher figures. Coals: The market for English Coal is lower, owing to heavy arrivals. 11 tls. has been accepted for part cargo from ship. Two cargoes of Cardiff Coals have been sold to H.M.'s Government on private terms, one of which has been sent to Japan. American Anthracite Coals are nominally as quoted; no arrivals. Australian Coals have been sold at tls. 9.2.5 to 9.5 per ton from ship. Of Japan and Formosa some sales have been made at tls. 6.7.5. to 6.2.5 per ton from ship. The arrivals have been: 5,704 tons from Great Britain, 2,675 tons from Australia, 330 tons from Japan, and 150 tons from Formosa—in all, 8,859 tons.

CANTON.—In imports there is no new feature to notice, business having been on the most limited scale.

HONG KONG.—Raw Cotton: During the first week of the interval transactions were very trifling and at weakening prices, but there has since been more inquiry, stocks in native hands being almost exhausted, and purchases thus made absolutely necessary; prices are very firm at the close, the only depreciation being in best Bombay staple, which is not in favour. Stocks of all kinds are estimated at about 60,000 bales. Yarn: A few bales of Nos. 16 to 24 Bombay have been taken at private at $100. The stock of Nos. 16 to 24 is large, but higher numbers are in small supply, and 42's are quoted nominally $5 per bale dearer. Cotton Goods: Demand has been very limited, and of the 5,000 pieces 7lb. Grey Shirtings reported settled, some 4,000 were taken by a foreign buyer for shipment to the North. These goods are a trifle dearer, but most other descriptions of Grey Shirtings and T-Cloths are lower, while values given to White Shirtings show a marked decline. Fancy Cottons have been steady, and English Drills and American manufactures very firm. Woollens: A few small sales have been made at last quotations. Long Ells are firmly held. Spanish Stripes steady. Blankets tending upwards. Lastings and Camlets unchanged. Camlets very difficult to move, and quotations almost nominal. Stocks—particularly medium qualities—very large, and different values are assigned to each colour and shade, those values varying as the fancies of buyers dictate. Coal: Stocks of all descriptions, excepting Anthracite, have been increased, several cargoes having arrived, but only limited sales have been made, holders being unwilling to make the concessions which are demanded. A small lot of Anthracite, the only one on offer, is reported sold $12½ per ton ex ship. The quotations are:—Grey Shirtings, 7lb., $2.40 to 2.50 per piece; do. 8 lb., $2.85 to 2.90 per piece; do. 8.4 lb., $3.05 to 3.10 per piece; do. 8.8 lb., $3.15 to 3.20 per piece; do. 9 lb., $3.45 to 3.50 per piece. Long Ells, H. Scarlet, $9 to 9.20 per piece; do. H. Assorted, $8.40 to 8.60 per piece; do. HH. Scarlet, $9.20 to 9.40 per piece; do. HH. Assorted, $8.60 to 8.80 per piece.

CHINA AND JAPAN EXPORTS.

TEA.

SHANGHAI.—Black: Immediately after the departure of the last mail demand arose, and some business was transacted in the best parcels remaining at rates fully up to, but not over, the average of the previous mail; rather later holders increased their pretensions considerably, but subsequently came to terms at an advance of about half a tael per picul on the opening prices. Since then, natives have held obstinately, and have succeeded in obtaining very full prices, amounting, in some instances, to an advance of Tls., 1 to 2 per picul. Greens: A large business has been transacted on both English and American account, at prices fully on a par with those previously ruling. Moyune and Teenkei Teas have been bought at Tls. 30.5 to 45; Fychow at Tls. 24.5 to 31; Pingsuey at Tls. 32; and Shanghai-packed at Tls. 28.5 to 29.5. The bulk of the purchases have been for shipment to England, to which country the export now shows an excess over that of last year of not less than 40 per cent. Supplies of Green Tea will most probably fully equal, if not exceed, those of last year. At one time a falling off was looked for, but the unparalleled business of the past three months has done so much to stimulate the further gathering together of the leaf.

FOOCHOW.—Teas were coming forward very slowly from the interior and there was every probability of a short Export to the United Kingdom from this port. Congou: Settlements have been made at fully previous rates for shipment to the United Kingdom, the Continent and Australia. A large house is reported to have offered a proportion price for about 5,000 chests of the better class of Tea remaining unsold. Souchong: About 500 chests of inferior Souchong have found buyers at about former prices. Oolongs: The vessels despatched for the United Kingdom during the fortnight take altogether about 5,000 half-chests of this description, a portion of which has been transhipped from Amoy. Flowery Pekoe: The stock was reduced to about 40 chests. Scented Teas: A few parcels of inferior quality have been offered on the market, the larger proportion of which has found buyers. Quotations were as follows (in short taels):—Dust and broken leaf Congous, 4.25 to 11 taels; ordinary common Congou, 11 to 15 taels; good common Congou, 15 to 17 taels; common to medium Souchong, 13.5 to 15 taels; common to good common Oolong, 19½ taels; common Pekoe 18 taels; Scented Teas common to medium, 18 to 23 taels.

CANTON.—The market has been very quiet throughout the fortnight with very few settlements, and no change in rates. There is nothing new to advise in Country Congous and Country Greens. Canton-made Teas: Some 4,000 boxes of Scenteds have found buyers at former currencies. As stocks were gradually decreasing, and there were no fresh arrivals, no further decline can be expected. Anything beyond medium quality was very difficult to meet with. Some settlements in Canton Greens have taken place, for the Hamburg market. Quotations:—Scented Orange Pekoe, 18 taels to 28; Scented Capers, 20 taels to 22; Gunpowder, 12.5 taels to 24; Young Hyson, 18 taels to 19; Imperial, 14 taels to 23.

SILK.

SHANGHAI.—A fair active business has been done at gradually advancing prices for common and medium grades, which have been principally in demand, and closing rates for which are 10 to 30 taels over those for last mail.

CANTON.—The only business of the interval has been the purchase of one or two small parcels for shipment to Bombay, but prices at this are nominal. Dealers still report rates in the interior firm. Stocks have been somewhat increased, but with the unfavourable advices lately received there is no demand. Sales for native consumption have taken place, which in a measure help to sustain prices which are much too high to suit most buyers. We give the following as the settlements and quotations:—Tsatlee Reel, No. 1, $480 to 530, no sales; Loongkong, No. 1, $485 t

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495, sales 20 piculs; Kowkong, No. 3, $455 to 460, sales 30 piculs; Re-reeled Cumchook, $520 to 530, no sales.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales & Cases
From June 1 to Nov. 30, 1867	294506	45309700	36955699		10576643	93136548	34794
Corresponding period last season	657831	44552681	38457634		10816469	98983605	33156

SHIPMENTS SINCE.

	Ship.	From		
Dec. 17 ...	Southern Cross	... Canton	... 679,448	
— 18 ...	Vigil	... Shanghai	... 707,075	
— 19 ...	Emperor	... do.	... 498,883	
— 20 ...	Tamerlane	... do.	... 997,493	
— 20 ...	Dundonald	... do.	... 752,908	
— 29 ...	Tigre (Fr. ml. str.)	... do., &c.	... —	1,302
Jan. 1 ...	Behar (ml. str.)	... do.	... —	1,416

TO UNITED STATES.

							Pcls.
From June 1 to Nov. 30, 1867	...	...	...	...	...	21835118	586
Corresponding period last season	...	...	...	...	...	13600322	3391

SHIPMENTS SINCE.

	Ship.	From	
Dec. 14 ...	Eva	... Shanghai	... 354,871
— 20 ...	Yeavering Belle	... do.	... 619,668
— 21 ...	Royal Minstrel	... do.	... 518,011
— 23 ...	John Banks	... do.	... 801,948

TO THE CONTINENT

							Bales
From June 1 to Nov. 30, 1867	...	...	...	...	...	985036	—
Corresponding period last season	...	...	...	...	...	967500	—

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

From June 1 to Nov. 1, 1867	9,756,055 lbs.
Corresponding period last year	7,601,379

SHIPMENTS SINCE.

	Ship.	From.	
Dec. 30 ...	Dashing Wave	... Foochow	... Crgo. not reptd.

Approximate List of the Principal Shippers of Black Tea from Hankow Shanghai, and Foochow, Season 1867-68. *Shanghai dates to 30th November, Foochow dates to 25th November*, 1867.

	Foochow.	Shanghai.	Total.
Jardine, Matheson, and Co.	lbs. 5982443	1867808	7850251
Birley and Co.	5300150		5300150
Birley, Worthington, and Co.		2621338	2621338
Overweg and Co.	1247670	4793694	6041364
John Foster and Co.	5801226		5801226
Gilman and Co.	2749655	2987978	5737663
Adamson and Co.	2998759	2101902	5100661
Heard and Co.	3486880	1456702	4943582
Russell and Co.	8719751	1195966	4915717
Olyphant and Co.	3628205	838216	4466421
Gibb, Livingstone, and Co.	2480397	742936	3223333
Margesson and Co.	2879765		2879765
Turner and Co.	1716406	1045100	2761506
E. H. How and Co.	2074904		2074904
Rusden, Phipps, and Co.	1814821		1814821
J. Silverlock and Co.	1801725		1801725
Siemssen and Co.	1162080	263364	1425444
Fussell and Co.	1246274		1246274
Russian Hongs		1233424	1233424
Sassoons, Sons, and Co.	779492	402402	1181894
Holliday, Wise, and Co.	796289	358836	1155125
Brand, Monro, and Co.		1000172	1000172
Bull, Purdon, and Co.	894665		894665
Blain, Tate, and Co.		866788	866788
Reiss Bros.		751842	751842
Thorne Bros.		638026	638026
Geo. Barnett and Co.		548282	548282
W. Newman	434670		434670
Petrocochino and Co.		367276	367276
Bourjau, Hubener, and Co.		300696	300696
Shaw Bros. and Co.		280090	280090
Kinnear and Co.	247933		247933
	53244190	26662838	79907028
Other shippers—about	55710	13037262	13092972
	53299900	39700100	93000000
Nov. 30th—ships sailed from Hankow and Shanghai to Europe		38648483	
Nov. 25th—ships sailed from Foochow to Europe		36704100	
Nov. 25th—ships sailed from Foochow to America		5207800	
Nov. 25th—ships sailed from Foochow to Colonies		9793900	
December 1st—cargoes of ships in port, about		2645717	93000000

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5d.	4s. 5¼d.	4s. 6d.
Shanghai " "	6s. 0d.	6s. 0⅛d.	6s. 1d.
Canton " " Hong Kong " " Macao " "	4s. 3⅛d.	4s. 4d.	4s. 4⅛d.
Singapore " "	4s. 4d.	4s. 4⅛d.	4s. 5d.
Manila " "	4s. 3d.	4s. 3⅛d.	4s. 3⅛d.

At Shanghai, bills on India, Rs. 301 to 302 per 100 taels. At Hong Kong, Rs. 218 per $100. Bar Silver at Shanghai, taels 111.4; at Hong Kong, 11½ per cent. premium. Mexican dollars at Shanghai, tls. 73.3 per 100; and exchange on Hong Kong, 28 discount. Bonus at Yokohama, 312 to 313 per $100. Hong Kong and Shanghai Bank shares, new, 1 premium; old, 7 per cent. premium; Gas Company, par; Hong Kong and Whampoa Dock, 14 to 22 per cent. premium; Union Dock Company, 25 per cent. discount; China Traders' Insurance, $100 premium.

The following is from Messrs. Sharp and Co.'s bullion circular:—*Exchange.*—Sterling exchange has again ruled in favour of sellers, and rates are now lower than they have been since the month of August, 1858. A difference, however is to be observed between the low rates as now existing and those prevailing on former occasions, namely, they now appear to have reached a low level from which no permanent recovery can reasonably be anticipated, and any sudden rise will be immediately followed by a corresponding decline. In former years when low rates were reached it was quite exceptional and a reaction was confidently looked for, indeed prior to the year 1864 the sterling market never remained for many days together below 4s. 6d. The continued and large arrivals of treasure from California have doubtless mainly tended to bring about the present state of affairs. The estimated amount of business by the present opportunity comprises £370,000 say £200,000 bank paper and £170,000 private paper and three lakhs rupees.

Bullion.—There has been no arrival of bar silver since the 15th inst. A balance still remains on the market, and business has been done at the extreme rate of 11½ per cent. premium. There is no sycee on the market, and the nominal value is 9½ per cent. premium. There has been a limited amount of business doing in gold bar and leaf.

Shares.—Only a limited business has been doing in shares during the past fortnight and with the exception of a further advance in bank there is no material change to report. Small sales of old bank have taken place during the fortnight but they are steady at quotations, at which there are sellers. Very little has been done in new and a small lot has been placed at ½ per cent. premium, and there are sellers at 1 per cent. premium. One lot of new Hong Kong and Whampoa Dock is on the market at 15 per cent. premium. There have been no sales Union Dock, but there is a good demand at 25 per cent. discount. none offering. No Hotel are on offer at 60 per cent. discount, but there are sellers at 50. Two shares China Traders have been sold at $100 premium each during the fortnight.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Dec. 12, Neville; from Baltimore, Corfer (reported by telegram).

At Shanghai.—None.

At Hong Kong and Canton.—From Newcastle, Dec. 24, James Guthrie; from New York, Dec. 14, Maud Hellen; 29, W. G. Russell.

At Manila.—None.

At Singapore.—From Liverpool, Dec. 25, Ajax (st.), Indian Empire 29, Triton; from Cardiff, 30, H. V. de Paulo; Jan. 2, Meppell, Mavina Vidal, Crested Wave; from Hamburg, 25, Pudel.

At Penang.—From London, Dec. 27, Helen's Bank; from Clyde, Ulver (reported by telegram).

DEPARTURES.

From Yokohama.—None.

From Shanghai.—None.

From Hong Kong and Canton.—For Havre, Dec. 23, Aline; for London, 17, Southern Cross; for Havana, Arica.

From Manila.—For London, Dec. 17, Ospray; 19, Southern Belle; for Cork, 13, Doriga; 17, Jane Avery; for New York, 9, White Swallow; 20, Game Cock; for Boston, 8, Madeira.

From Singapore.—For London, Dec. 22, Merse; for Liverpool, 26, Kahlamba; 29, Lucerne; 30, Lawrence Brown; for Falmouth, 29, Otto; for Hamburg, 31, Ceres; for Boston, Jan. 7, Catharina; for Glasgow Bogota; for Bordeaux, 8, Norwean Nomade.

From Penang.—For Boston, via Padang, Jan. 2, W. A. Farnesworth.

From Downs.—For Hong Kong, Feb. 8, Dunmail.

VESSELS LOADING.

At Yokohama.—For New York, Benefactor, Alexandrina, Alcyone.

At Shanghai.—For London, Harlow, James Shepherd, Chanticleer, Glenaros; for New York, Homer, Virgilia; for Halifax, Guam.

At Hong Kong and Canton.—For London, Art Union, Pechelee.

At Macao.—For Havana, Esperance, Hong Kong, Malabar, Mysore; for Callao, Fray Bentos; for Hamburg, Therese.

At Manila.—For Cork, Sandringham; for Hamburg, Voladore; for Barcelona, Carmen; for Cadiz, Conchita, Elise, Tetman; for Boston, Agnes, Bengal.

At Singapore.—For London, Empress of India, Gree Singapura; for Falmouth, Akershus, Heros; for Liverpool, Antipodes; for Marseilles, Mathilde; for New York, Alert, Crested Wave, Triton.

At Penang.—For London, Albatross, Alice, Helen's Bank.

FREIGHTS AND CHARTERS.

At Yokohama.—To London, there is no vessel on the berth; to New York, the rate is £3 5s. per ton of 40 cubic feet.

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At SHANGHAI.—Tonnage is in less demand, but rates remain unaltered, viz. London and New York, respectively £3 per ton; for coasting purposes there is but little inquiry.

At HONG KONG and CANTON.—For homeward charters rates remain firm, but less inquiry exists for the coast. The circular of George Holmesestimates the number of disengaged vessels in harbour (exclusive of Siamese) 34, representing 14,938 tons.

At MANILA.—There have been no late settlements, and there is no suitable disengaged tonnage in port.

At SINGAPORE.—During the past fortnight there has been an active demand for shipping for all parts, and an advance on last rates is generally offered, which for the Home berth have risen to £3. 10s. for dead weight and light freight.

At PENANG.—The Albatross, Alice, and Helen's Bank are loading for London, and have full cargoes engaged, the first vessel at £3. 12s. 6d. for tin and sugar, £3. 17s. 6d. for pepper and tapioca, and £4 for measurement and the other two vessels at £3. 15s. for tin, sugar and pepper, and £4 for measurement,

REPORTS AND CASUALTIES.

HONG KONG.

The British ship The Tweed reports having left the East India Docks on August 18th, and Gravesend on the 20th. Experienced light variable airs and calms down Channel, and light N.E. trades. Crossed the Equator Sept. 25th in 21.45 W. South-east trades light, and fine weather to the meridian of the Cape, which was passed on Oct. 9th, in 42.37 S. Strong westerly breezes and fine weather running down the Easting, and a fortnight's calms off the North coast of Australia. Sighted Sandalwood Island Dec. 2nd, and met with light airs and calms until the monsoon set in, in lat. 7 N., thence strong breezes with a heavy sea until arrival. On the 16th inst., while the vessel was pitching heavily, one of the men was washed off the jibboom and drowned.

COMMERCIAL POSTSCRIPT.

—o—

TEA.—The market this week is even firmer than last. The total quantity for the season from China and Japan will be 118,000,000 to 120,000,000 lbs.

The accounts from Bradford and Leeds report a more lively feeling, and quotations are daily hardening.

ARRIVALS NOT IN THE TABLES.—Off Dungeness, from Batavia, for Amsterdam, Sliedrecht, Margaretha Simonetta; —, at Queenstown, from Bassein, Beau Monde; Feb. 6, at Texel, from Batavia, Jacoba Cornelia; 1, at Port Louis, from Rangoon, for Falmouth, Antagonist; 9, at Falmouth, from Rangoon, Nearchus; in the Downs, from Colombo, Rachel; Jan. 23, at New York, from Canton, Princess of Wales; 27, Marie Heydorn II.; Feb. 8, at Bremen, from Batavia, Six Gezusters with bulwarks damaged, &c.; Off Dungeness, from Batavia for Amsterdam, Koerier; 11, at London, from Fowchow, Amazone.

DEPARTURES.—Feb. 8, from London to Shanghai, Coral Nymph; 6, from Penarth, for Shanghai, Ilmari; 7, from Liverpool from Shanghai; Ocean Empress; Jan. —, for Galle, Annie Scott; Feb. 8, from Liverpool, for Shanghai, Challenge; from Shields, for Batavia, Betty; for Singapore, Granite City; from Sunderland, for Galle, Dacre; 5, from Shields, for Java, President v. Ryckevorsel; 8, from Portland, for Java, Dina (Dutch ship); 7, from Jersey, for Cardiff and Japan, Brave; 8, from Penarth Dock, for Hong Kong, Everhard; from Liverpool, for Shanghai, Capiolani.

LAID ON.—At Liverpool, for Galle, Pacific.

SPOKEN.—Pieter Adolf, Padang to Amsterdam, 2 N., 23 W.; Maitland, London to Shanghai, Dec. 9, 23 S., 27 W.; Martin, Cardiff to Singapore, Nov. 15, 40 S., 11 W.; Imperatrice Eugenie, Singapore to Bordeaux, Dec. 11, 4 S., 85 E.; Fire Queen, London to Japan, Jan. 14, 6 N., 24 W.; Peruvian, New York to Hong Kong, Dec. 7, 11 N., 32 W.; Helene Henriette, Amsterdam to Batavia, Jan. 21, 15 N., 26 W.; Erasmus, Cardiff to Singapore, Jan. 6, 1 N., 28 W.

FREIGHTS AND CHARTERS.—The Admiralty have invited tenders for the conveyance of 12 tons naval masts, timber and sails, 70 tons weight, and 85 tons meast, naval common stores, 78 tons coals, 5 tons anchors, and 23 tons weight, shells, &c., from the Thames to Hong Kong.

MEETING OF THE NORTH CHINA BRANCH OF THE ROYAL ASIATIC SOCIETY.

The following is an abbreviated report of a meeting held at Shanghai Dec. 5; C. A. WINCHESTER, Esq., in the chair:—

Dr. WINCHESTER drew attention to the vacant post of secretary, which office had been filled for a lengthened period by Mr. Edward Lawrance, who died within the last few days. At the request of the Council, he brought forward a proposition that the acting secretary be authorised to address a letter of condolence to Mrs. Lawrance on behalf of the society. This proposition having been seconded by Mr. Kingsmill, was carried unanimously. Dr. Winchester then announced that Mr. Dulcken had promised to fulfil the duties of hon. secretary for the remainder of the current year. He also brought to the notice of the meeting a letter received from ex-Taotai Woo, requesting the society to give up possession of the rooms at as early a date as possible. After some discussion regarding future accommodation for the society,

The CHAIRMAN then mentioned that since the last meeting two valuable papers had been received; one on the Columbidæ of Formosa, by Mr. Watters, the other a chart, accompanied by a description of the agricultural products of China, which he hoped would be read at an early meeting of the society.

Mr. KINGSMILL then read his paper entitled Remarks on the Debasement of the Copper Cash Currency in China, with special reference to its effects on the tea trade of the Yangtsze ports, showing the dependency of the prices paid for tea in China on the ruling rates for copper cash, pointing out enormous fluctuations which had taken place in the latter, and suggesting as a remedy that at the revision of the Treaty of Tientsin the policy of a thorough reform in the currency be urged on the Chinese Government. He suggested that a new cash currency, founded on the average standard of the 18th century, should be issued from mints established under foreign supervision in various parts of the empire, each coin bearing on its face in Chinese characters the name of the mint and mintmaster as a protection against fraud. Tables of the standard value and the rate at which the coin could be issued accompanied the paper. As a further suggestion, which he believed was a new one, he advised the issue of silver coin equivalent in value to 1,000 cash, and of a standard of fineness equal to Shanghai sycee. These coins to be mutually interchangeable at all times at the Government mints, the value of this coin he calculated would be equal to Shanghai Tls. 0.675. The advantages of such a course would be evident, and he considered that such a course would equalise the rate of exchange throughout the Empire, without interfering in the slightest degree with the present commercial medium of the Empire, namely the tael weight of silver.

The CHAIRMAN said that one of the most extraordinary circumstances connected with China was that so great an Empire, and one so largely engaged in commercial operations, should be actually without a currency. Though aided to a certain extent by sycee and gold, it was nevertheless the fact that all trading transactions are founded on the value of copper cash. Whether the great staples of production were paid for in dollars, as in the case of silk, or in sycee, it is nevertheless the fact that the purchase-money was arranged in copper cash, and was afterwards calculated in silver at the rate of the day. He could not say what were the present prospects of any change for the better, looking at the slow steps which had been made in the introduction of the new system in the colony of Hong Kong. He had still no doubt that it would be an advantage if the Chinese Government became alive to the benefit to be derived from an established silver medium. The whole monetary system required to be simplified and made safer, and it was of the highest importance that instead of banker's orders supposed to be drawn against sycee in the hands of a broker, some system of regular cash payments should be instituted. The whole system of Chinese banking was most extraordinary and as yet was but little understood.

Mr. ROBERTSON thought there could be no difference of opinion on the subject, but he could not see how the introduction of a better system of currency could lead to obtaining goods at a cheaper rate. Doubtless an improved system would lead to greater regularity in price, but the writer had overlooked one point. There was, in the present state of China, no means of exercising a proper control over the operations of the mints. Each provincial officer would issue his own cash of a deteriorated quality, and he doubted the ability of the Government to establish any regular system.

Mr. KINGSMILL stated that the impossibility of arriving at once at perfection, was no argument against the introduction of a gradual reform. The remedy which he had suggested was not new to the Chinese, and had been adopted by the earlier monarchs of the present dynasty. As in all other settled Governments, the laws of China were explicit as to the infliction of condign punishment on illegal coiners, all that was necessary was to have them set in motion by the proper authorities.

Mr. JOHNSON thought that Mr. Kingsmill's paper was one of great interest, and that the facts brought forward were worthy of considerable attention. There could be no doubt that the fluctuating value of Copper Cash exercised a disturbing influence upon the prices of native produce, but the question of comparative variation of prices was one of great difficulty, as we can rarely be certain that we have got hold of all the conditions, and are apt, too often, to confound cause with effect.

Mr. KINGSMILL then spoke of the advantage to the Chinese student of such papers as Mr. Mayers had prepared. He had more than once experienced the difficulties spoken of in obtaining dates of events, and he thought that every credit was due to Mr. Mayers for the task which he had taken on himself, and felt that the society should be grateful to him for having been made the medium for the publication of such valuable tables.

A vote of thanks to Mr. Mayers was then carried unanimously, and the meeting then separated.

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NOTICES TO CORRESPONDENTS.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 18th, and 26th, contains a Summary of European, American, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, WEDNESDAY, FEB. 12, 1868.

THE CHINESE EMBASSY AND THE REVISION OF THE TREATY.

WHEN the startling news of Mr. BURLINGHAME'S appointment first reached this country, we expressed our inability to understand what reasons could possibly exist for the adoption of such a step at the present time. The impending revision of the Treaty clearly did not necessitate it, for as we then remarked, the Treaty ought to be revised on the spot where it was made. Such a question could not be profitably discussed here; besides, had we not our ENVOY EXTRAORDINARY and MINISTER PLENIPOTENTIARY there, at Peking, armed with full powers, and supplied with all needful information in the form of Memorials? To what mysterious power then were we to attribute this remarkable and (to the uninitiated) very sudden resolution on the part of Prince KUNG and his advisers? The tenor of our news by last mail throws some light on the subject. There are many conflicting interests involved in the system of Chinese foreign politics; the impending revision would seem to be fraught with danger to some of them; an effort to postpone it, if possible, was resolved on; and hence the "unexpected" proposal to Mr. BURLINGHAME. We cannot believe that this notable scheme will achieve the success that it assuredly does not deserve. Unfortunately, it is not difficult to credit the assertion that certain influence exercised upon Sir RUTHERFORD ALCOCK has sufficed to procure his consent to a postponement of the revision; but there is very little chance that the French will assent to such an audacious proposition. As for the reception of Mr. BURLINGHAME in this country, we expect that Lord STANLEY will turn a deaf ear to his overtures in the character of Chinese Ambassador or Envoy (very) Extraordinary. On the other hand, as the *cicerone* of several Chinese gentlemen—men, we trust, of good position and intelligence, whose travels and observations ought to be productive of much good hereafter—we may promise him a hospitable reception and a hearty welcome. We understand that the United States Government has received from Mr. BURLINGHAME a formal resignation of his post as United States' Minister at Peking, the duties of which are (as we have already pointed out) quite incompatible with those he has undertaken in the service of the Chinese Government. The Chinese Embassy will visit America first, and is expected to reach this country in May. A successor to Mr. BURLINGHAME at Peking will at once be appointed.

THE PENANG MAIL SERVICE.

ARRANGEMENTS are we believe in progress by the British India Steam Company for converting their monthly service between Calcutta, Penang, and Singapore into a fortnightly one, by whichmeans a great service will be rendered to Penang, as the P. and O. contract does not include that port. We believe that the British India Company will also arrange with the P. and O. Company to convey through passengers. We understand that the fleet of this company, including their last two purchases (the *Oriental*, of 1,500 tons, and the *Scotia*, of 1,200 tons), now consists of the very respectable number of twenty-five vessels. In another column will be found a letter from "A British Subject," containing some severe strictures on the new order of things, and no doubt the same views are generally shared in by the majority of the residents. We are inclined to think, however, that—as the *Straits Times* predicts—the Penang merchants will in the end find reason to congratulate themselves on the change. No consideration—not even a lasting inconvenience to the Penang community—would have justified the Government in placing our entire Eastern mail service in the hands of the French Government—a course which "A British Subject," in his anger against the P. and O. Company, seems inclined to advocate.

A STRAITS SETTLEMENTS ASSOCIATION.

WE noticed in our issue of the 27th ult. that a deputation to the SECRETARY OF STATE for the COLONIES was contemplated by residents in this country interested in the Straits. In furtherance of this object a meeting has been held at the office of Mr. BOUSTEAD, at which a committee was formed under the title of the "STRAITS SETTLEMENTS ASSOCIATION," President, JOHN CRAWFORD, Esq. The gentlemen present at the meeting were Messrs. NAPIER (Chairman), PATERSON (Deputy-Chairman), SIMONS, BOUSTEAD, READ (Member Legislative Council, Singapore), LEVESON, SCOTT, HARVEY, GREENSHIELDS, TIDMAN, and MCTAGGART. The following resolutions were passed:—

"That Mr. W. Napier be the chairman, Mr. James Guthrie the deputy-chairman, and the following to form a committee—Mr. Edward Boustead, Mr. William Paterson, Mr. John Harvey, Mr. James Fraser, Mr. Henry Minchin Simons, Mr. Jonathan Padday, Mr. William McTaggart, Mr. Edward John Leveson, Mr. John James Greenshields, Mr. William Wardrop Shaw; that Mr. William Paterson should act as treasurer of the association; that the meeting, having considered certain objections to the Act of the Governor and Legislative Council of the Straits Settlements, for constituting a Supreme Court therein, and to the report of the Commissioners appointed by the Governor in connection therewith, it is advisable that such objections should be submitted to the Secretary of State for the colonies without delay; that the Act passed by the Governor and Legislative Council of the Straits Settlements 'for the regulation of passenger ships' also appears open to serious objections, which ought to be brought before the Secretary of State for the colonies before such Act is confirmed."

Monetary and Commercial.

In consequence of a dispute between Messrs. Richardson and McClelland, the inspectors, and the partners and creditors of the firm of Messrs. Small and Co., the dividend has been delayed; but sufficient funds are in the hands of the inspectors to pay a dividend of nearly 4s., and this will shortly be distributed. The estate is expected to yield only a few pence more, and consequently our comments on the failure, which were complained of at the time, were rather under the mark, as we estimated the dividend at 5s. The dispute in the affairs of Messrs. Fletcher and Co., noticed in our issue of Nov. 26, has not been disposed of, and still retards the further dividend of 2s. Another shilling has been paid on the estate of Messrs. Buchanan, Hamilton, and Co., Glasgow, making 5s. in all.

The property of the "China Steamship and Labuan Coal Company" in the island of Labuan was offered by public auction on the 30th January, but in consequence of the manner in which it was offered not a single bid was obtained. The Court of Chancery decided that the coal mines, with all rights, should be sold to the highest bidder, but that the machinery, plant, stores, &c., should be taken by the purchaser at a valuation to be made by a valuer *appointed by the Court*. Of course no one would bid under such conditions. It is to be hoped that an arrangement will be made with some of the old shareholders whereby the property may be saved from that wholesale ruin which is inevitable in a public sale. We have already pointed out the arbitrary manner in which this company was brought to liquidation, and it is satisfactory that the present liquidators are using every effort to save the unfortunate shareholders from an entire loss of their capital and property.

The case of the damaged cargo per *Wild Deer*, noticed in our last, has assumed the shape of a claim on the ship, with what chance of success the law only can decide. Further sales of the tea have been made at a loss of 2d. to 3d. on the sound value.

The judgment in the Supreme Court at Hong Kong, in the case of the bottomry of the *Isca*, from Singapore to China, has created considerable surprise and dissatisfaction in mercantile circles.

At the biddings for £200,000 in bills on India, the amounts allotted were, to Calcutta £192,100, and to Madras £7,900. The *minimum* was fixed at 1s. 10¼d. on Calcutta and Madras, being a further roduction of 1 per cent., and tenders at that price on those Presidencies will receive about 44 per cent. while those above will be allotted in full. No tenders on Bombay were invited. These results show a continuous diminution in the demand for means of remittance to the East.

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Annexed is the substance of the report of the directors of the Telegraph to India Company (Limited), which was adopted, at the general meeting on the 7th February. The retiring directors, Mr. W. Dent and Admiral Sir W. H. Hall, were re-elected, and also Mr. J. A. Franklin, the retiring auditor, with an allowance of £15 15s. for the past audit. The proceedings concluded with a vote of thanks to the chairman and directors.

The board, with the approval of the shareholders at the meetings on the 12th July and 9th August last, confirmed the provisional agreement with the Telegraph Construction and Maintenance Company for the lease of their line in Egypt, on payment, from 1st July last, of £1,500 per annum, or three per cent. upon the capital of £50,000. The rental due 31st December, 1867, having been received, the board recommend that a dividend at the rate of three per cent. per annum, free of income tax, be paid to the shareholders for the half year ending 31st December, 1867. The future prospects of the company must depend, as the shareholders are aware, upon the successful carrying out of the Anglo-Indian Telegraph Company, which the board understand only remains in abeyance awaiting a favourable opportunity for proceeding with the undertaking.

The meeting of the London and County Bank (on which the Hong Kong and Shanghai Bank draws) adopted the Report which recommends a dividend and bonus amounting together to 9 per cent. for the half-year ended the 31s of December, being (with the 11 per cent. paid in August) equal to 20 per cent. per annum. About £7,000 will remain to be carried forward. The fact that none of the bank's capital is locked up in railways or speculative operations was noticed as a very favourable feature.

Messrs. Leveson, Lewis, and Co., of 6, Lime-street, have issued the following circular :—

The partnership hitherto existing between Mr. G. A. Remé and Mr. E. J. Leveson, carrying on business in Singapore under the style of Remé, Leveson, and Co., ceased on the 31st Dec. last by effluxion of time. The business in Singapore will be continued as heretofore by Mr. G. A. Remé and Mr. G. H. Remé, under the firm of Remé Brothers. Mr. E. J. Leveson has this day established himself in London in conjunction with Mr. John Lewis, under the style of Leveson, Lewis, and Co.

Messrs. Westray, Gibbes, and Hardcastle, of New York, largely engaged in the China trade, have, we understand, effected a composition with their creditors of 50 cents in the dollar, and the business of the firm is resumed.

The amount of bullion by the P. and O. Company's steamer *Pera* from Southampton on the 4th inst. was—in gold to Galle, £3,500 ; to Madras, £736 ; in silver to Hong Kong, £105 ; to Shanghai, £13,200 ; total in gold, £4,236 ; in silver, £13,305.

Continental Intelligence.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, FEB. 6.

At the last meeting of the Geographical Society at St. Petersburgh, Admiral Lutken in the chair, it was announced that the section for Siberian affairs had decided to engage Colonel Fitinhof, the inspector of mines, to undertake an exploring excursion to examine the bed of the Onote, an affluent of the Malaia Bielaia, that falls into the Angara, and the geological formation of the neighbourhood, as Villan Irete, on the Onote, is the only spot in all Russia, as far as has been ascertained as yet, where jade is found, and then only in fragments in the bed of the river, as in some parts of China, Corea, and Upper Thibet, and never in stratified rocks. It would therefore be highly interesting to discover to what formation these stones originally belong, and to ascertain whether in ancient times any industrial establishments existed on the Onote for the manufacture of those ornaments and weapons of this stone, at times found in Western Europe, but whose origin is shrouded in mystery.

It was further announced that the Emperor has resolved to send a special scientific expedition to explore the country of the Tchouktchees who inhabit the north-eastern corner of Siberia, to study the geology and ethnography of that almost unknown province. The expedition will consist of several scientific officials employed in the civil administration of Yakoutsk, together with a guide, and an escort of five Cossacks. The sum of 4,337 roubles is allowed for the cost of the expedition, besides 1,395 roubles for travelling expenses. A detailed programme of the objects to be investigated will shortly be published, among which is the important instruction to take measures for the establishment of meteorological stations similar to those already existing and so admirably conducted in European-Russia. The Siberian section of the Geographical Society has requested permission to send with the expedition one of its members, in the person of M. Pavlovsky, who is well acquainted with the country to be visited.

The official part of the *Hamburg Correspondent* contains the following announcement of the Board of Trade, dated Hamburg, February 3, 1868 : "According to a communication received by the Senate, from the Chancellor of the North German Confederation, the Government of Japan has given the needful orders that the vessels of all the States of North Germany, sailing under the Federal flag shall be placed upon the same footing and admitted to all the rights and privileges accorded by the treaty with Prussia to vessels hitherto under the Prussian flag, in all the ports of Japan now open, or that may in future be opened to foreign trade and navigation." This is considered a valuable boon, and has made a favourable impression among the merchants and shipowners of this city and Bremen ; and I hear that several enterprising houses of both those Hanseatic cities are preparing to take advantage of the permission and taking steps to fit out there vessels with cargoes of German manufactures and produce, to sail early in the Spring.

It is said that the agent of an English company is now negotiating with the Russian Government for a telegraph to China and Japan, by way of the Amoor Valley. The Russian part of the line would terminate at Passiette harbour, in the Gulf of Tartary.

COMMERCIAL AND SHIPPING.

As the thaw continues and the weather is mild, the ice in the Elbe has disappeared, so that sailing vessels have now no further difficulty in coming up the river. But in spite of this facility and increased confidence in the preservation of peace, the produce markets in general do not exhibit as much animation as one would be led to expect after a couple of months' interruption from the frost. Another arrival from Ceina has brought 3,000 more chests of Cassia Lignea, which, however, has had no influence on the market price, which remains without alteration and with considerable demand. There is also a good inquiry for Rice, with a tendency to improved rates, and sales of some descriptions have been effected at prices that could not have been obtained a fortnight ago. Spelter has not yet awaked from its lethargy, and prices have a tendency to recede, but no sales are reported. Money is rather scarcer, but there is no alteration in the rate of discount. The *Venus* has arrived at Bremerhaven from Saigon with 22,000 bags of rice. The following vessels are loading here for the Far East: *Conder*, for Hong Kong; *Antelope* and *Peru*, for Shanghai; *Schultze-Delitsch*, for Singapore; and *Chusan*, for Hong Kong and Shanghai.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Feb. 7.

The definitive result of the elections is now known, except from the district Alkmaar, but it is already decided that the Liberal party has obtained the majority, trifling in number but very significant, because the Ministerialists are composed out of the most heterogeneous factions. The Liberals now number 37 members, against 35 Ministerialists, and as Messrs. Thorbecke, Dullert, and de Bosch Kemper are elected in either two districts they are obliged to choose, so that probably free elections must take place in Amsterdam, Hoorn, and Groningen, the result of which will be that, at least, one Liberal will be elected, viz., Mr. Geertsema in Groningen, and, probably, Mr. Heemskerk Poz in Amsterdam. The greatest defeat which was experienced in this struggle by the Cabinet occurred at Arnhem ; the Minister, van Lynden, not being elected, but in place of this candidate and Mr. Groen, Mr. Dullert and Baron Sloet van de Beele, ex-Governor-General of the East Indies. I need not say that the *Dagblad* is most furious, and not knowing what to do to secure the Ministers their seats, it urges the necessity that the King should dissolve the new Chamber at once. This foolish idea is, however, supported by some one, and it is said that addresses in this sense will be forwarded to the King. I, however, have too much confidence in the healthy spirit of our nation, than that I can believe that some people should act so foolish as to press the King to maintain the ministry by such exaggerated means, which might perhaps lead to agitation, and indeed there is but little necessity to create public excitement ; and with regard to our East India possessions, it is strictly necessary that a stable liberal Government should hold the reins of Government. Those of your readers who are not convinced of the necessity of liberal reforms in India I highly recommend to read Multatule's May Havelaar, or the Coffee Auctions of the Dutch Trading Company. This literary work, which was published seven years ago, and caused a shivering throughout the Dutch nation, is translated now from the original manuscript by Baron Alphonse Nahuys and published by Edmonston and Douglas, Edinburgh. I say that the book was published seven years ago, and still nothing is done on behalf of the Java population ; the Conservatives having succeeded in thwarting all the Liberal measures. I recommend this book, and I think that every one who admires Harriet Beecher Stowe's immoral pleading ought likewise to read Multatule's accusation against the Dutch Conservatives.

Mr. L. W. C. Keuchenius, former M.P. for Arnhem, has refused, as I told you in a former letter, to put himself again as candidate for the new elections. Within a very short time he will start for Java, to establish himself there as a lawyer.

Our eminent critic, Mr. Busken Huet, has been engaged as editor of th *Java Bode*. I think it will be well to remember here that this writer, however prominent he may be, lost his popularity by his extravagant principles.

From Luxemburg I hear that an agitation has prevailed there for some days. A number of workmen and peasants paraded the streets of that town, and uttered riotous and rebellious cries against the Government. They proceeded to the houses of several of the Government functionaries and made demonstrations. They, however, were dispersed by the military force. It was thought necessary to concentrate nearly the whole force in the capital of that Duchy. It seems that the inclemency of the winter, the dearness of all sorts of provisions, and want of work have given rise to these riotous proceedings.

In my former letter I wrote to you about the miserable condition of the Amsterdam Canal Company, which intended to construct a canal from that town to the North Sea. I hear that endeavours are being made to engage the Government to accomplish this monster work. In the meantime a certain Mr. Huet, an engineer, gives lectures in our principal town, by which he attempts to prove that this canal with sluices, as it will be constructed, never will satisfy, and he advocates the necessity of having an open mouth for a harbour. I do not think this idea will have the least success, as the cost will vary from 50 to 175 millions of guilders, and the duration of construction from ten to fifty years.

The contributions in behalf of the army of the Pope now amount to 170,000f. The lists, opened by the clerical paper *De Tyd*, are now closed.

From Arnheim I hear that several young men from Hanover are enlisted there in the Hanoverian Free Corps, from whence they start for Switzerland. The Prussian authorities have take some measures to prevent this.

COMMERCIAL.

COFFEE.—The market is unaltered, with some demand for consumption. The prices are firm, and little offering. Of private import 394 b. Java ex Annie Story were sold at private terms, and 1,250 b. Java Pamanoekan ex Java at 38c. On the 19th Feb. the Dutch Trading Company will sell

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at auction 129,600 b. The deliveries were as follows—Jan. 1868, 233,540 b.; in 1867, 31,905; in 1866, 23,803 b.

Stock.	On warrant. Bags.	Unsold. Bags.	Total. Bags.
1866	63,409 ...	320,000 ...	383,409
1867	82,455 ...	308,000 ...	390,455
1868	116,921 ...	419,500 ...	536,421

Floating, for the Dutch Trading Company, 26,700 b., and for private account, 30,200 b.

SUGAR (RAW).—With some imports for private account. The market is generally dull. About 3,000 baskets Java were sold from 1⅛f. to 1¾f. below the late November sale, and 247 kr. Sourabaya, No. 14 to 15, at 32½f., ex Nederland; 1,630 kr. do., 12¾f. to 31½f., ex Aldebaran; and 379 kr. Samarang, No. 14 to 15, 32½f.

RICE.—Of uncleaned 6,720 b. Java table, ex Jason, were sold at 15¼f., and 2,200 b. do. per Graafstrom (floating) at private terms. The market is firm, but not very active.

SPICES.—Unchanged; 2,200 b. Batavia pepper ex Henriette Maria were sold at 16½c. Delivered in January, 85 casks nutmegs, 30 do. mace, 68 do. cloves, and 4 do. cinnamon.

TOBACCO.—Java Leaves: At the last sales there was but little demand for the fine qualities, and only low prices were paid for the ordinary sorts. For the Manila there was much demand. For Java Lojadjar (1,242 b.), 28c. was paid in the average; Blitar Papoh (365 b.), 56c.; J.C. and H.V.R. (564 b.), 43c.; for Manila 1a, 158 to 210c.; 2a, 129 to 164c.; 3a, 37 to 83c. On the 13th and 14th inst. 11,083 b. will be offered in auction here and at Amsterdam 6,000 b.

INDIGO is very firm; 40 chests Java and Bengal were sold at prices that did not transpire.

COTTON.—2,100 b. were sold for export, consumption and speculation at somewhat higher prices.

TIN.—Somewhat lower in price; 1,400 slabs Banca brought f.52; 500 slabs of the next sale f.52¾; 1,800 do. Billiton at 51½ to f.51; 500 do. at private terms, and 1,400 do. floating at f.52¼. Delivered in January, 6,650 slabs, against 10,950 in 1867. Stock on warrants, 144,459, against 129,159 in 1867. Unsold stock, 43,779 slabs, against 72,622 in 1867; floating 10,500 piculs.

HIDES.—With a good demand at firm prices. Imported 8,351 ps. stock, 11,710 ps. East Indian, and 779 ps. Buffalo. Imported in January 4,500 ps.

RATTANS.—With some more demand; 630 piculs were sold.

DRUGS.—For Camphor there has been but little demand; China is paid with 78c., Japan with 80c., Cubebs 30c. Cassia Lignea: 100 chests were sold at 70c.; Cassia Vera, 45c.; 900 piculs were sold, per Henriette from Padang, at firm prices; Cassia Oil, f.4½ to f.5 with good demand. Cajaputti Oil, f.2¼ per bottle.

MISCELLANEOUS.—Japan Wax: Without stock. Of Preserved Ginger 200 chests were sold at 95c. India-rubber with want of stock. Gutta percha with little demand. Gum Damar: 1800 pic. were imported per Priam, which were sold floating. There is nothing to be had below 44c.

TEA.—The market is quiet, but firm. On the 26th February will be offered in sale 1369-¼ch. Congou and 24-¼ch. Souchong, imported per Yeavering Bell.

MONEY AND STOCK MARKET.—In home and foreign stocks there is but little animation. The tone of the market is, however, pretty firm, and the fluctuations of no importance. Dutch Two-and-a-Half per Cents., 54½; Three per Cents., 63½; Four per Cents., 84⅝.

'CHANGE.—London, 3 mo., f.11.82½; 2 mo., f.11.84; short, f.11.87½. Paris, 3 mo., f.46.97½; 2 mo., f.47.05; short, f.47.20. Hambro', 3 mo., f.34.95; 2 mo., 35f.; short, f.35.15.

SHIPPING.

ARRIVALS.—Jan. 25, at Texel, from Batavia, Nicot, Alblasserdam; 26, at Brouwershaven, from Batavia, Vesta, Nederland, from Tjilatjap, Kinderdyk; 25, At Texel, from Batavia, Aldeboran, Tweelingen; 26, at Zurikzee, from Batavia, Susanna Johanna; 28, at Brouwershaven, from Batavia, New Orleans; 29, at Brouwershaven, from Batavia, Catharina, Maria; 30, at Brouwershaven, from Tjilatjap, Brouwershaven; 31, at Texel, from Batavia, Dionsyia, Catharina; Feb. 4, at Texel, from Batavia, Henriette.

PASSENGERS INWARDS.—From Java: Per Nicot, Mr. M. Julius; per Nederland, Messrs. Kroessen and family, Messrs. Amsler, Smith, and Appelman; per Henriette, Mr. J. Van Eck.

According to a statistical review published by the *Staats Courant*, our commercial marine numbered, on the 1st January, 1867, 2,178 vessels, measuring 270,042 lasts. In that year 119 vessels foundered or were demolished, measuring together 12,853 lasts. 100 new vessels were built, so that the number of vessels on the 1st January was 2,159, with a tonnage of 27,002 tons.

THE "STANDARD" ON CHINA.

The penny press ought to possess universal knowledge, for it treats—with the coolest assumption of omniscience—of every known (or unknown) subject. And its writers have a pleasant way when they go in for a topic on which they are entirely ignorant, of handling it in a jocular sort of manner, as if when unable to give any information on a subject they fulfilled their mission equally well by making fun of it. As an instance of this we extract the following from a leading article which the *Standard* apparently thought itself bound to produce on the coming China Embassy:—

The Chinaman is going at last to become a true Citizen of the World. The Chinese Government is about dispatching embassies to America and Europe, constituted of dignitaries ranking in the fourth class, wearing the red button which denotes high favour, and accompanied by not fewer than four-and-twenty secretaries. The main business of this mission will lie in England, because, as is asserted by Hong Kong newspapers, the Chinese are anxious to discover why, in this country, we are all so happy and prosperous. The reports of the twenty-four secretaries will, no doubt, be extremely interesting; but we imagine that they will be artificially tinted. Of course, the first thing to be done with our visitors must be to place them in discreet hands, and show them over the kingdom judiciously. They must inspect the dockyards, the hospitals, the great schools, the Crystal Palace on one of its charming Saturdays, the British Museum, St. Paul's Cathedral, and Westminster Abbey; nor will they omit the palaces of the Sovereign or the mansions of the nobility. But what else are they to see? We do not expect even one of the batch of secretaries to pass a night in a casual ward, or a day in the Isle of Dogs, or to familiarise himself with the doings of Farnham Workhouse; but it may be anticipated that in these criticisms upon our condition and manners there will be many a suggestive note. The Chinese have long known us in their own region, but this is the first time they have determined to send us a diplomatic representative. There was, indeed, a person present at the opening of the Hyde-park Exhibition in 1851, who styled himself a delegate from the Celestial Empire; but he was nothing of the kind. Nevertheless, while we have seen the yellow face, the blue drawers, the black pig-tail, and the oblique eyes, we have not seen the absolute and unchallengeable button, which is to come to us, at length, from that far latitude beyond the Ganges where it has been for centuries assumed mankind were incapable of a change. Incapable! The Chinese are changing faster than their neighbours, the Russians. They will, before long, have locomotives upon their roads and steam upon their rivers. They are abandoning the Median and Persian tradition. Even since we first heard of Commissioner Yeh a vast progress has been made. There are factories at Peking which would not disgrace Manchester.

We remember a description of us given to the late Emperor Twou-Kwang by the Mandarin Pihkwei, then chief criminal judge in the great province of Kwang-Tung. He said: "At bottom they belong to a class of brutes; in their country they have now a woman and now a man as their Prince; it is plain, therefore, that they are not worth attending to." How far will this judgment in the sense of a genuinely intellectual Chinaman—for such a being may be imagined—be modified after the Embassy has been on British soil for a few months? That is for us the curious question. What will be their earliest impressions, after voyaging in our yachts and travelling by our trains? Of Buckingham Palace and Windsor Castle? Of the Star and Garter, or whitebait at Greenwich? Of cricketing and skating? Of our courts of justice? Of a croquet party or a ball! They are coming especially to find out why we are so flourishing. Suppose they conclude, after an investigation, that we are not. Shall we show them our prisons and pauperism, our anomalies of law and stained morality, our calendars of crime and hordes of vagrancy? Well, upon the whole, we might afford to do even this without much risk to our social degradation among the races of Asia, albeit they deem themselves the noblest stocks of the globe. The Ambassadors with red buttons and the secretaries—awful Eastern critics of the West—may take back with them a few of our mechanical and scientific inventions without which we should have been more barbarous than they; nay, teach their countrymen how to become by improvement the donors and recipients of inexhaustible wealth; may establish steam power, machinery, and chemical agriculture in a prodigious territory, where up to this hour every rood of soil is husbanded by hand, every hill terraced into slopes of artificial soil, every loom manually worked, every pod of cotton or cocoon of silk passed through all stages of its production and manufactured by the members of a single family.

CHINA CLAY IN PIECE GOODS.

This species of adulteration of cotton goods, to which much attention was lately attracted by the proceedings and judgment in the case of "Mody v. Gregson," has formed the subject of a leader in *The Times*. We extract the following paragraphs:—

For several years past we have heard complaints and remonstrances from India of a nature to affect very disastrously the reputation of cotton goods manufacturers in this country. For their own credit's sake, no less than for their own future interests, which are greatly jeopardised by the system they seem to have adopted, it might have been supposed they would have striven to avoid giving occasion for a repetition of these charges. The agents of the manufacturers themselves repeatedly wrote, from Calcutta, Madras, or Bombay, to warn their principals that their reputation for fair dealing was being destroyed, that the native buyers no longer bought an English bale in the full assurance that it was what it pretended to be, that in the bazaar the English guarantee had ceased to be respected, and that business was crippled and injured through the avarice and folly of manufacturers at home. They nevertheless persisted in adulterating cotton goods in every stage of their manufacture at which adulteration was possible. The native merchant in India is too great an expert in sharp dealing not to readily detect all the forms of imposition which the home manufacturer chooses to adopt. The present consequence of imposing upon the people of India is, that trade is depressed, and that goods of native manufacture are preferred to those which come from abroad. They may be inferior in quality to good English articles, but they are far better than the mouldering and worthless fabrics which are now sent out to the East. The natives will not buy a second time from a man who deceives them, or, if they do, they will take care to provide an indemnity for themselves in the price they pay. To these considerations too many of our manufacturers seem to be blind. They think their name will sell anything, and that any experiment with their customers is safe. The result is that English salesmen on the spot are in alarm for the houses with which they are connected, and the well-known native dealers, who once would have taken their word for anything, now receive all their assurances with suspicion and distrust. The merchants of Liverpool have lately proclaimed to the world their anxiety to vindicate the morality of their class. We have now laid before them, and not for the first time, a specific accusation directed against the manufacturers of Lancashire. Here is a practical matter for them to take up. The facts which we have stated in a general form are thoroughly well known to the Lancashire manufacturers. They have not been left to hear of them through newspapers. Their own representatives, we repeat, have condemned the wholesale use of "China clay" and other spurious ingredients as a practice tending to break up their business connections.

The Manchester Chamber of Commerce publish a letter from Bombay which contains another serious warning to manufacturers. The local

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mills in India are now producing goods which are growing popular in all districts. They "are now preferred," we are told, "to Lancashire makes of the same class;" and why? The Indian fabric is of coarser quality, but it is an "honest article." The cotton manufacturers in this country have been greedy of profit and unmindful of their customers' just interests in the bargain, and this is the lesson which comes to them from Bombay:—"Of the total quantity of these goods sold in the bazaar, from 50 to 75 per cent. *are of local make.*" If arguments on grounds of morality will not prevail with the manufacturers, we should suppose that this sort of statement must produce an effect. If Indian cloth is not so well finished as ours, people at least know what they are buying when they deal in it. Once more, then, we demand the attention of the cotton manufacturers to a fact which greatly concerns them—namely, that they are no longer carrying on this pernicious system in the dark. Our countrymen who are responsible for the management of great departments of the national trade are not usually indifferent to the possession of a clear and honourable reputation. Say what the manufacturers may, it is impossible for them, as a class, to preserve this character if they resort to expedients which destroy the special value of the commodities in which they deal. In the long run it is not profitable to deceive the public. We still have the command of the business in cotton goods, but the only means by which we can hope to keep it is by selling a better article than the rest of the world can produce at the same price, and by letting it be understood that we may be trusted to act honestly towards purchasers who come into our markets. The Lancashire manufacturers may take the natives of India to be very simple, but they may rely upon it these people will not continue for ever to buy bales of rotten cloth when they can get a serviceable article made at their own doors.

FREEDOM OF THE PRESS AT SINGAPORE.

(To the Editor of the *London and China Telegraph.*)

SIR,—"W. F. F." deserves a few lines in reply to his able and temperate letter respecting the freedom of the press at Singapore. I never heard of a shorthand writer in connection with any of the local papers at that port before June last. Mr. F. was not connected with any paper, and the only application which came before the Council was for permission to send a reporter—not a shorthand writer—to take notes, and as the person who was to be sent did not possess the talent of extracting the wheat from the chaff in the opinion of the Council, it was ruled that the clerk should furnish the local papers with a copy of the proceedings. It was, under the circumstances, the only safe way of placing before the public a correct *resume* of the proceedings. It is to be regretted that "W. F. F.," who was so much interested in the result, did not attend the Council Chamber on the occasion, or he would have discovered, first, that neither he nor anybody else would have been excluded, and, second, the reason why "there was not one 'No' recorded on the question being put." The unwillingness of "W. F. F." to put himself to unnecessary trouble is no reason why he should jump at conclusions unfavourable to Mr. Read and Mr. Scott.—Your obedient servant, R.

London, Jan. 31, 1868.

MISCELLANEOUS.

FOREIGN-OFFICE APPOINTMENTS.—In addition to those noticed in our last, the following appointments to the Consular service in China and Japan have been gazetted:—Marcus Octavius Flowers, Esq., now Her Majesty's Consul at Hakodadi, to be Her Majesty's Consul at Neegata; Richard Eusden, Esq., to be Her Majesty's Consul at Hakodadi; and John Markham, Esq., now British Vice-Consul at Shanghai, to be Her Majesty's Consul at Tangchow (Cheefoo).

ANOMALIES IN THE DIPLOMATIC SERVICE.—The seventeen Ministers ranking after the ambassadors, and all Ministers of the second class, are arbitrarily divided into two classes in the English service, and their missions called first-class missions and second-class missions; the only real difference apparently being the practical one of the amount of pension depending on five years' service in one or the other. The pension is £1,300 a year in the one case and £900 in the other. The first-class missions are Brussels, the Hague, Florence, Madrid, Lisbon, Washington, Rio Janeiro, Munich. The second-class missions are China, Japan, Stockholm, Copenhagen, Stuttgardt, Berne, Athens, Buenos Ayres, Persia. Some of the missions in the first-class are undoubtedly more important than most in the second; but Persia, China, and Japan must be more important than Brussels, the Hague, Lisbon, Rio Janeiro, or Munich. The distinction of class seems quite arbitrary, and sometimes accidental. Persia, formerly a first-class mission, was reduced to the second-class when Mr. Alison was appointed to succeed Sir Henry Rawlinson. It seems to rest entirely with the Foreign-office to elevate or degrade a particular mission. Sir Alexander Malet, who has lately retired, not voluntarily, after 22 years' service as Envoy Extraordinary and Minister Plenipotentiary at Stuttgardt and Frankfort, has only been able to get £900 a year pension, because he never could obtain a transfer to a first-class mission, and had not the good luck to get his own mission at Frankfort elevated, as Munich has been. If the distinction is to be preserved, no one could object to putting Brussels, the Hague, Lisbon, Rio Janeiro, and Munich down into the second class, and China, Japan, and Persia up into the first. The salaries of these missions (first-class and second-class) range from £6,000 (China) and £5,000 (Florence, Madrid, Washington, and Persia) to £2,500 (Berne) and £2,000 (Stuttgardt). Some of these salaries have been increased since the report of the Committee on Official Salaries of 1850. China was reduced, when Sir Ruterford Alcock was appointed to succeed Sir Frederick Bruce, from £8,000 to £6,000; and the salary at Washington was raised, while Sir F. Bruce was minister, from £4,500 to £5,000. All the salaries are in addition to a house or house-rent allowance. The regulations and practice as to diplomatic pensions require thorough revision. The present mode of pensioning chargés d'affaires and consuls-general cannot be sustained. The arbitrary Foreign Office distinction between pensions of first-class missions and of second-class missions is not supported by the Diplomatic Pensions Act, which makes the distinction between envoys extraordinary, &c., and simple ministers plenipotentiary; and under the words of that Act, all ministers having served for five years with the title of envoy extraordinary and minister plenipotentiary are eligible for a pension of £1,300 a year.

ANCIENT CHINESE ENAMELS.—An important collection of ancient Chinese enamels, comprising many rare and beautiful specimens of unusual form and colour, was disposed of on the 7th inst. by Messrs. Christie, Manson, and Woods, at their rooms in King-street. The following were among the more valuable specimens:—A pair of cylindrical bottles, with flowers and ornaments on turquoise ground, each with two large and four smaller medallions of flowers and butterflies, on lapis-lazuli, red and white ground, fetched 30 guineas. A pair of hexagonal vases, with animals, birds, and plants in colours, on red, yellow, black, white, turquoise and lapis-lazuli panels, the necks with flowers and ornaments on turquoise ground—30 guineas. An elephant, of lapis-lazuli enamel, with gilt trappings, supporting a vase, with dragons, flowers, and ornaments in colours on turquoise ground—40 guineas. A pair of very fine circular slabs, with birds on branches of trees, in brilliant colours, on turquoise ground—60 guineas. A pair of octagonal flower-pots, lapis-lazuli ground, with figures and characters in colours, on yellow ground, in medallions, with borders of flowers and ornaments in colours, on turquoise ground—30 guineas. A pair of magnificent cisterns, with butterflies in colours, on turquoise and gold ground, each with four large medallions of birds and flowers, on brilliant crimson, yellow, black, and white ground—70 guineas. A pair of kettles and covers, with upright handles, with birds and flowers in brilliant colours, on turquoise ground, the spouts formed as birds on feet of metal gilt—40 guineas. A pair of very fine cylindrical bottles, with flowers, birds, and ornaments, on turquoise ground, each with two large and four smaller medallions of figures, in colours, on light blue ground—70 guineas. The entire sum realised exceeded £3,000.

NEGROES AND CHINESE COOLIES IN HAVANA.—The intense hatred between the Mongolian and African races very often gives births to horrible deeds. Two negroes in Matanzas recently caught a Chinaman, and, after tying him to a tree, proceeded leisurely to cut off his hands, ears, and nose. Such scenes, or at least similar ones, are of frequent occurrence, and the planters have to lament the loss of many valuable field-hands, as a result of the hatred existing between the races, who will not live together in the same cabin. As an exception to this rule, however, the Chinaman takes kindly to the mulatto-woman, and many a plantation can show queer specimens of saffron-coloured young ones, with thick lips, almond-shaped eyes, and kinky hair. Natural historians could not find a better field for studying the theory of the amalgamation of races than is presented by the City of Havana, where every shape, shade, colour, and nationality are to be analysed.

MR. WM. RATHBONE.—Mr. Wm. Rathbone, whose name has for more than half a century been intimately associated with the commercial and political history of Liverpool, died at Greenbank, near Liverpool, on Saturday, the 1st. inst., at the ripe age of 81. Mr. Rathbone was one of the genuine "merchant princes" of Liverpool, and in politics he was for upwards of fifty years one of the most energetic members of the Liberal party. He was mayor in 1836, and for many years he took a prominent position in the government of the town. On his father's death, in 1809, he became, and has since continued to be, the head of the well-known house of Rathbone, Brothers and Co., largely engaged in the China trade.

THE JESUITS IN CHINA.—The *Patrie* learns, by private letters from Shanghai of the 12th of December, that the Court of Peking, on the application of the French Minister, had approved of the memoir drawn up by the Consul-General of France, claiming for the ministers of the Catholic faith the faculty of publicly teaching their religion throughout Kiang-Sou. The Viceroy of the province, taking into consideration the great services which the Jesuit fathers settled at Si-ka-wei (near Shanghai) render to the population, has, besides, accorded to them an authorisation to found a new establishment at Nanking, and conceded to them a site in the interior, and a large zone of land outside the city.

WITTGENSTEIN V. MAGUIRE.—This was a suit by one of the partners in an undertaking to share the profits of a contract with the well known troupe of Japanese acrobats, who had been performing in New York and Paris, and are now in Birmingham. The partnership was formed in Japan between five persons, and the shares (four and a half 32nd parts) claimed by the plaintiff had been purchased by him from the defendant for 19,500 dols. The purchase had been disputed on various grounds. A decree was now made by consent giving the plaintiff the right to the shares and an injunction. Mr. Glasse, Q.C., and Mr. E. Cutler appeared for the plaintiff; Mr. Hinde Palmer, Q.C., Mr. Hemming, and Mr. Roberts for the defendant.

THE PENANG POSTAL SERVICE.—Arrangements are we believe in progress by the British India Steam Company, for extending their monthly service between Calcutta, Penang, and Singapore to a fortnightly one. In this case a great service will be rendered to Penang, as the P. and O. contract does not include that port. We understand that the British India Company will also arrange with the P. and O. Company to convey through passengers.

The *Constitutionnel* gives some interesting statistics relating to the colonies of France. Their total population now amounts to 2,192,275. The most populous is Martinique, 152,102. The most valuable, commercially, is Cochin-China, and then follow, in order, Réunion, Martinique, Guadaloupe, Senegal, and the establishments in India.

WE understand that the directors of the Imperial Fire Insurance Company have presented to the widow of the late Captain Richards, of the ship *Heroes of Alma*, the sum of £100, for the valuable and most praiseworthy services rendered by himself and crew on the occasion of the disastrous fire at Yokohama, early in 1867.

BY the last China mail Mr. Whampoa, the well-known Chinese merchant at Singapore, sent £50 to the Royal Naval Scripture-readers Society. This is the third donation of like amount beslowed by this kind-hearted and charitable Chinaman upon Royal naval associations.

JOHN PEACHEY.—We regret to announce the sudden death of Mr. John Peachey, on the 6th inst., the senior partner in the eminent firm of Oliverson, Peachey, Denby and Peachey, solicitors, of London, and legal advisers to several banks and merchants in the India and China trade.

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Naval and Military.

Agreeably to instructions from the Admiralty, a trial has been made at Portsmouth of the capabilities of the steam lifeboat cutters now being supplied to the navy by Mr. J. S. White, of East Cowes, for hoisting up to or lowering from ships' quarter davits. The boat selected for the trial was the steam cutter No. 3, recently tried over the measured mile in Stokes Bay, when she made a mean speed of seven knots. In addition to this exceptional rate of speed in boats of only 28ft. in length, driven by a tiny single-cylinder engine of 3-horse power, which gives them such value as steam despatch boats, Mr. White claims for them a perfect unsinkableness, even when filled to the gunwale with water, and a double crew on board, an impossibility of capsizing them under any circumstances, and a constant readiness for active service in retaining their engines and boiler on board even when slung up at a ship's davits. With all the steam launches in the navy the engine and boiler are always hoisted out of the boat before the latter can be taken on the ship, and in getting the launch out of the ship the boat is hoisted out first and the engine and boiler follow. It is obvious that by this process a considerable time must elapse between the first step being taken to hoist the launch out of the ship and her steaming away from the ship on the service for which she might be required. Mr. White meets this difficulty, and does away with the necessity for any such loss of time between the services of a boat being called into sudden requisition and her leaving the ship under steam, by making the engine and boiler in his steam lifeboat cutter a fixture. It was to test the practicability of hoisting up and lowering a boat loaded with engine and boiler, the latter filled with water, and a supply of coal on board for the furnace, that the trial was made. The port poop davits of the Duke of Wellington, screw three-decker, were named for the trial, and thus as great a height as possible from a ship's davits was secured. With boiler filled, fire laid, bunker filled with coal, and the man attending the hooks and blocks of the falls on board, the total weight of the boat when suspended on the falls was about three tons. The falls were manned on the three-decker's poop by the ordinary number of men, and on the order being given by the pipe of the boatswain's mate the cutter was run up to the davits and secured there under three minutes. A careful examination of the boat as thus suspended proved there was no sign of deflection in any part of the boat, and that she could convey her weights when so slung with perfect safety. The fire was next lighted under the boiler, and soon afterwards the pipe was given to lower away the boat for service. In two minutes three seconds from the time of the pipe being given the cutter was in the water and steaming away from the ship under a full head of steam. The trials were declared by the officials conducting them to be in every respect satisfactory.

A fair honest fight between armour-plating and guns has taken place on board the Thunderer target-ship, in Porchester-creek, in the upper waters of Portsmouth harbour. The plate was from the rolling-mill of Messrs. John Brown and Co., Atlas Steel and Iron Works, Sheffield, and was no less than 10in. in thickness by 15ft. in length and 3ft. 9in. in breadth. It was selected as a test plate from a score of plates manufactured by Messrs. Brown for the central broadside armour of the turret ship Monarch, 5,100 tons, 1,100-horse power, building at Chatham. The plate was bolted on to a wooden backing of upwards of 4ft. in thickness, supported by iron and oak beam struts of immense strength. The gun was the ordinary test gun—95cwt. 68 smooth-bore, but on this occasion fired with 16lb. in lieu of the ordinary 13lb. of powder. The distance between the muzzle of the gun and the face of the armour-plate was 25ft. Nine shots were fired, and all struck the plate within a square space of 34in. The greatest indentation made was only 1·7in., and the least 1·5in.; no cracks, surface or otherwise. The trial, indeed, gave the plate an extraordinary degree of credit. It was the first 10in. plate tried on board the Thunderer; but, in comparison with a series of 8in. and 9in. plates previously tested on board, its resisting powers to the impact of shot was very much in excess of what was simply due to its exceptional thickness. The plate is now being taken down from its backing on board the Thunderer, and will be sent round to Shoeburyness, where it will be further experimentally tested with the 10in. rifled gun and maximum charges of powder.

The vacancy in the deputy inspectorship at Plymouth, caused by the lamented death of Dr. Beith, R.N., is one which the Director-general of the Navy will not find it an easy task to fill satisfactorily, since Dr. Beith's abilities as an operator enabled him to fulfil the duties of his office more efficiently than had been the case for many years. We have reason to believe that the gentleman who in all probability will be selected is Dr. Henry Jones Domville, C.B., now deputy inspector at Bermuda, who, it may be remembered, distinguished himself by operating under fire when Her Majesty's ship Tiger was so unfortunately lost in the Black Sea, and who will prove himself no unworthy successor of Dr. Beith. Dr. Domville became a deputy inspector in 1864, and has served at the Bermuda Hospital since that date. Promotion of a staff surgeon will necessarily ensue, and in naval circles we understand that the names of Dr. Thomas Nelson, Dr. Robert Pottinger, and Dr. J. Watt Reid have been mentioned as likely recipients of promotion. We have reason to believe, however, that Dr. Nelson, at present attached to Melville Hospital, Chatham, and who was present both at the attack upon Petropaulovski, and in China at the taking of the Peiho forts, will probably be the new deputy inspector, a choice which will give general satisfaction.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-st.

Union Insurance Company of Canton, Dent, Palmer and Co, agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 13, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher agent, 32, Nicholas-lane.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

ARTICLES OF IMPORT.

TEA.—The market has improved for common qualities of Congou. The deliveries have slacked. The quantity afloat is 22,500,000 lbs. Several large parcels are reported sold at an improvement of ½d. per lb. Fair leafy sorts are now quoted at 1s. 1d. per lb. At the public sales buyers bought freely the whole of the Congou ex Wild Deer, offered with "all faults" and without reserve. These teas are of strong useful qualities, but have been much damaged with the flavour of wine. Scented Capers of low to medium descriptions are scarce, and bring high prices; the finer sorts are in good supply at moderate rates. Scented Orange Pekoes show no improvement. Common Oolong not in demand; good to fine meets ready sale. Several parcels of medium to fine Souchongs have been sold at former rates. Hysons are very scarce, and are now very dear in comparison with other descriptions of Green Teas. Imperial especially shows a great fall. The Circular of Messrs. Shepard and Co. says:—A better feeling has prevailed, and a steady business has been transacted, in Congous, mostly below 1s. 6d. per lb. The last accounts from China speak with great confidence that the total Export will not exceed 118,000,000, which has caused importers to be firm, and numerous bids made the last few days have been declined. These advices will reach China about the time preparations are being made for season 1868-9, and to insure a profitable business it will be imperative to buy with some margin on our present range of prices, as we cannot expect a repetition of the exceptional rates paid for finest quality last October. *The Times'* City article had the following:—Attention continues to be directed to the great changes affecting the trade in tea, and to the danger of founding any hope of a sudden and great reaction upon calculations which former relations of stocks, deliveries, and imports, or other circumstances of the past might suggest. According to some views recently put forth by a leading firm, a striking feature at present is not only the vast and continuous increase in the appliances and agencies for selling the article throughout the country, but likewise the amount of information acquired and intelligence exercised on the part of the retailing and consuming public, and which confirms them more and more in the determination not to hold stock, but only to supply their immediate requirements. Importers, it is said, seem also to have gathered a conviction—based upon the average and ruinous results of several years past—that sales on or soon after arrival will henceforth in the long run turn out the best, which conviction is strengthened by the fact that the crops of late seasons have proved ill-suited for holding. Stress is also laid on the importance to be attached to the increasing importation and use of Indian teas, a circumstance which it is thought is not yet taken sufficiently into account by people in China. Grocers and retailers have up to very lately had a monopoly in the retailing of tea; they are now compelled to compete with other retailers, such, for instance, as publicans, who, not having to make up for the less remunerative sale of other articles, can afford to follow the course of small profits and quick returns. This will compel them to study still more scientifically the system of mixing teas, and for that purpose the Indian recommends itself above all others as the best regulating and most palatable ingredient. We used to import about 3,000,000 lb., but that figure has of late increased to upwards of 8,000,000 lb., and bids fair to reach a much higher one.

SILK.—The next public sales are fixed for the 19th inst. The year, thus far, has been sadly disappointing to Silk Importers and holders; a more dull and wretched month of business it would be difficult to conceive. There has been every disposition shown by importers to be current, but buyers, apparently, are more determined than ever to hold aloof, and the consequence is, that an occasional forced sale of Chinas during the past four or five weeks has drifted prices of the medium and lower classes

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of Tsatlees 2s. to 2s. 6d. under the quotations at the beginning of the year, and given a partly nominal value to the better descriptions. So depressed is the market, that, even at this reduction from last quotations, buyers do not come forward, although it is hard to understand why, for at 19s. to 21s. for common up to good 4¼, and 21s. to 22s. 6d. for 4¼ to good 4, at which much Tsatlee is offering, the Silk is, unquestionably, cheap, and should tempt manufacturers. Best Silk is very scarce, and likely to continue so, and, in consequence, is held firmly; still the unnatural difference in price between it and the medium and lower qualities has placed the quotations on a somewhat nominal basis. Canton Silk has been affected by the declining price and large stock of common Tsatlees, and is a good 1s. lower than at the commencement of the year, and with less business or enquiry even at this decline; the ordinary run of No. 1 Tsatlee reel, find only occasional buyers at 18s. 6d., but very fine parcels are worth 2s. more. Japan Silk has declined in value generally, more particularly the medium descriptions, which are very flat and almost unenquired for. The deliveries of Silk in January were far too small: from 1st to 7th instant they are 639 China, and 109 Japan. From China, settlements continue large, the latest telegraphic dates giving 39,500 bales China and Japan, against 32,000 at same date last year. China Silk Piece Goods: Nothing worth reporting. The arrivals since the January public sales have been insignificant; the market is decidedly quiet.

		s.	d.		s.	d.
CHINA:—Tsatlee,	No. 1 & 2	28	0	to	30	0
"	No. 3	26	0	to	28	0
"	Hangchow	20	0	to	22	0
Yuenfa and Hainin,	No. 1 & 2...	23	0	to	26	0
" " "	No. 3	22	0	to	23	6
Taysaam,	No. 1 & 2	21	6	to	24	6
"	No. 3	20	0	to	21	0
Long Reel	... .	17	0	to	21	0
Skeins	... ...	18	0	to	18	6
Canton	... ...	15	0	to	20	0
JAPAN:—Mibash & Sinchew,	No. 1 & 2	30	6	to	35	0
	No. 3	29	6	to	30	0
Ida, Bricks,	No. 1 & 2	26	0	to	30	0
	No. 3	22	0	to	24	0
Sodai,	No. 1 & 2	25	0	to	29	0
	No. 3	23	0	to	24	0

STATE OF THE WAREHOUSES.

	Sold Stock.		Unsold Stock.		Delivered.	
	Feb. 1, 1868.	Feb. 1, 1867.	Feb. 1, 1868.	Dec. 1, 1867.	Jan. 1 to Feb. 6, 1868.	Jan. 1 to Feb. 7, 1867.
Bengal.....	2,339	2,881	2,909	2,128	752	1,165
China	8,592	7,318	9,393	6,909	2,653	2,680
Japan	1,565	2,464	1,984	2,311	581	643
Canton.....	1,357	1,275	1,735	2,085	519	694
Chinese Thrown	75	—	151	12	121	3

COTTON.—Up to the 5th inst. a fair but not active demand was experienced, which increased after that date, and became extremely brisk, prices advancing ⅛d. to ¼d. per lb. The closing quotations are:—American, 7⅝d. to 9d.; Dhollerah, 5¾d. to 7⅛d.; Tinnivelly, 6⅝d. to 7⅛d.; and Rangoon, 5½d. to 6d. per lb.

COCOA-NUT OIL.—The market has been quiet, and only small transactions effected at £56 to £56 10s. for Cochin and at £49 10s. to £50 for Ceylon; 101 pipes of the former offered by auction were bought in, yellowish to fine white at £55, and 22 casks of the latter at £50. For Ceylon to arrive £49 has been accepted, and there are still sellers thereat.

COFFEE.—The increased facilities for bringing forward supplies to Colombo, afforded by the newly opened railroads in the island, has caused cargoes to arrive here earlier than usual, and the market is consequently liberally supplied for the season. Extensive supplies of Plantation Ceylon have been brought forward, a large proportion consisting of qualities below 72s., to effect sales of which easier rates have been accepted, while the small assortment of colory sorts has met a fair competition, and been taken at full prices. Native has also been more freely offered, and a small part disposed of at barely the previous value. Part of the Manila sold with difficulty at a moderate price; for the Singapore no bids were made. Quotations are for Plantation:—Triage, 27s. 6d. to 49s.; gray, small, 55s. to 59s.; middling, 63s. to 68s.; bold, 69s. 6d. to 71s.; pea-berry, 76s. 6d. to 80s. 6d.; colory, fine fine ordinary to low middling. 65s. to 72s. 6d.; middling, 73s. 0d. to 77s.; good middling, 78s. to 82s.; fine middling, 85s. 6d. to 86s.; pea-berry, 84s. to 90s. 6d. The prices realised for Native have been as follows:—Garblings, 13s. to 20s. 6d.; real good ordinary, 53s. to 53s. 6d.; fine ordinary, 54s.; good bold, 58s. 6d. to 60s.; fine bold yellow, 65s. 6d.

CINNAMON.—The first series of sales for this year took place on the 27th ult., and possessed a more than usual amount of interest, owing to the parcels offered being larger than for a long time past—viz., 2,800 bales Ceylon. The comparatively light quantities brought to auction during 1867 (averaging only 1,300 bales in the three last quarters), and the higher rates then established, led to the expectation that an important reaction would speedily follow when the late numerous arrivals were placed on the market. Accordingly, importers were prepared to accept a material decline, and, at the commencement of the sales on the 27th ult., accepted whatever prices buyers chose to give. These were for the thirds and fourths 2d., and for seconds 4d. per lb. below the October rates, and naturally caused a spirited competition to prevail, as it became evident that the trade in general had large orders to execute, which resulted in some recovery in value as the auctions progressed. The fine and superior qualities, however, were not wanted, the few bids elicited being 6d. per lb. under the previous currency, and even at this concession, which was afterwards submitted to, purchases were reluctantly made. The range of prices were as under:— First quality, 1s. 11d. to 2s. 3d.; superior, 2s. 4d. to 2s. 6d. per lb.; second quality, 1s. 5d. to 2s. 3d.; superior, 2s. 4d. to 2s. 5d. per lb.; third quality, 1s. 4d. to 1s. 11d.; superior, 2s. 0d. to 2s. 1d. per lb.; fourth quality, 1s. 2d. to 1s. 7d. Besides the above, 270 bags, 26 cases chips were taken at from 9½d. to 10¾d. for ordinary, and at 1s. 0½d. to 1s. 3d. for good. The quantity afloat from Ceylon to London at the end of January was 2,720 bales, against 1,760 bales at the same time last year.

CUTCH.—Former quotations for fine Pegu are fully maintained, 150 boxes having been sold at 52s. 6d. per cwt.

COIR YARN.—Of 48 tons Ceylon brought to auction, 30 tons sold at £35 5s. to £36 5s. for good middling, and £27 5s. to £29 for common to good common. Of 1,909 bundles (18 tons) Ceylon fibre only five tons found buyers at £23 10s. for ordinary coarse, and £13 15s. for low qualities.

HEMP.—Manila is only in limited demand, and prices have a downward tendency; privately small quantities have changed hands at £47 to £49, fine white, £90; in public sale of 443 bales 200 bales common were bought in at £45, but the remainder sea damaged of fair current quality sold, first class at £45 to £45. 5s.; 1212 bales Sisal in public sale were all withdrawn at £42, except 50 bales better quality, which realised £43 to £45.

MACE.—The demand has been inactive, and of 13 cases Penang only 4 cases sold, middling to good middling, 2s. 8d. to 3s. 1d.; low middling red, 2s. 2d.; 7 boxes Singapore were withdrawn.

NUTMEGS.—At the public sales 50 cases Penang were sold at firm prices, fine bold 66 to 64 nuts to the lb. at 4s. to 4s. 2d., good 74 to 73's at 2s. 8d. to 2s. 10.l., 78's at 2s. 2d., 85's to 81's at 1s. 10d. to 2s., small 104's at 1s. 4d. to 1s. 5d., 117's at 1s. 3d. to 1s. 4d.

PLUMBAGO.—The market is fairly active, and 275 barrels Ceylon sold at steady prices, middling lump 27s. 6d. to 30s., chips 17s. to 20s., fair dust 12s. 9d. to 13s., ordinary to middling 10s. 6d. to 12s. per cwt.

PEPPER.—There has been a moderate demand at firm prices, only 1,476 bags Singapore were offered in auction, of which about 1,100 bags sold at 3½d. to 3¼d., gravish 3⅜d. By private contract about 1,200 bags have been sold, chiefly Penang, at 3⅛d. to 3¼d.; of White, 364 bags fair Singapore sold rather higher at 5¼d.

RICE.—The market has continued quiet, and only limited quantities have been saleable, viz., on the spot privately 8,000 bags Nakrenzie at 12s. 4½d., 1,200 bags Ballam at 9s. 9d. (cash), and 300 bags Madras at 11s. 9d. At auction 1,350 bags white Bengal bought in, were afterwards sold, middling at 14s., common 11s. 6d., 655 bags Ballam at 10s., and 1,137 bags damaged Arracan at 10s. to 11s. 6d. 100 tons Askoolie have been taken for arrival at 12s., and a cargo of 1,345 tons Saigon (arrived off coast) has been sold for the Continent, price not named.

SUGAR.—The market is still inanimate, and the trade indisposed to operate freely. The principal business done has been in British West India, which offers rather plentifully, and is obtainable on easy terms. No colonial East India has been offered. Of Manila 12,953 bags offered by auction were all bought in at above the present value; 5,567 bags clayed, imported 1863 and 1865, duty 9s. 7d., at 30s.; and 7,388 bags muscovado, 1865-1866. at 25s. 6d. to 27s., but the latter since all sold at 25s. to 26s.

SOY.—Ten casks China were bought in at 3s. per gallon.

STICKLAC.—By private contract 100 cases Siam realised 65s., being an advance upon the prices previously obtainable for this description.

SHELL.—One case Manila Tortoiseshell (77 lbs.) sold at 16s., and 1 case Manila Turtleshell (100 lbs.) at 4s.

TIN.—A much more active demand has arisen for Straits, founded principally on advices from Penang, where prices have considerably advanced. About 250 tons have changed hands at £87 up to £89 10s. cash on the spot, and at £88 10s. to £90 10s. for arrival, establishing an advance of £3 per ton. In Banca no business has been done. The quantity of Straits afloat for Europe is 716 tons against 648 tons in 1867, and 1,378 tons in 1866.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton rom the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	— ...	£33,845
Foo-chow-Foo	— ...	—
Amoy	— ...	—
Hong Kong	— ...	105
Singapore	— ...	—
Penang	— ...	—
Yokohama	— ...	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3	17	9	to	£3	17	9½		
Spanish Doubloon	3	16	0	to	3	17	0		
United States Gold Coin	3	16	3½	to	—				
Silver in Bars	0	5	0	7-16	—				
Mexican Dollars	0	4	11						

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Feb. 11.
£10	Agra Bank, A shares	All	11 to 11½
10	Do. B do.	—	9 to 10
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., & China	All	17½ to 18½
25	Chartered Merc. of India and China	All	28 to 29
20	City Bank	10	11¼ to 13½ x.d
28½	Hong Kong & Shanghai Bank . .	All	1½ to 1¾ pm.
28½	Do. Do. New Do. . .	5½	½ to ¾ pm.
50	London and County	20	52 to 54
50	London Joint Stock	15	33 to 35
100	London and Westminster . . .	20	67 to 69
25	Oriental Bank Corporation . .	All	42 to 43
50	Union of London	15	33½ to 34½ xd
	MISCELLANEOUS.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	110 to 111
—	Do. Do 1873	100	105 to 107
—	Do. Do. 1882-3	100	111½ to 112½
20	Ceylon Company	10	2¼ to 1½ d.s.
20	Do. A shares.	5	2½ to 1½ dis.
10	Credit Foncier & Mobilier of England	All	3½ to 3¾
20	Egyptian Com. & Trading Company	6	4½ to 4¾ dis.
10	General Credit & Discount Company	7½	2½ to 2¾ dis.xd
10	Hong Kong and China Gas . .	All	8 to 10
20	International Finance Society .	5	2½ to 1¾ dis.
50	P. and O. Steam Company. . .	All	55 to 57
50	Do. Do. 1867 . . .	5	¼ to 1 pm.
20	Société Financiére d'Egypte . .	10	7½ to 6½ dis
10	Upper Assam Tea	All	4 to 5
100	West India Steam Company. .	60	66 to 68

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MANCHESTER MARKETS.

Mr. Sam Mendel's Report states that the demand both for yarns and goods is less active and without quotable alteration; prices have a rather easier tendency. Quotations are:—Grey Shirtings, 7 lbs., 8s. 8d. to 8s. 9d.; 8¼ lbs., 10s. 8d.; Cotton Yarn, Nos. 16-24, 11d. to 18d.; Nos. 28-32, 18d. to 1s. 3½d.; Maddapollams, 8s. 7½d.; Long Cloths, 9s.; T-Cloths, 6s.; White Spot Shirtings, 10s. 6d.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan.30	Brouwershaven	Huizer	Tjilatjap	Brouwershaven.
Feb. 3	Prince Rupert	Scott	Rangoon	Falmouth.
— 4	Benjamin Bangs	Norcross	Saigon	Cowes.
Jan.25	Princess of Wales		Canton	New York.
Feb. 6	Douglas Castle	McRitchie	Shanghai	London.
— 6	Georges	Varey	Do.	Do.
— 4	Henrietta	Brouwer	Padang, for Amstrdm.	Texel.
— 3	Louise	Bonjer	Batavia	Do.
— 5	Dewa Gungadhur	Chevalier	Penang	Deal.
— 7	Prudhoe	Watson	Foochow	London.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.24	Bolivar	Christian	Japan	Rio de Janeiro.*
Feb. 3	Chili	McSkimming	Batavia & Sourabaya	Glasgow.
— 3	Concord	Park	Galle	Sunderland.
— 4	Glenclune	Baldwin	Samarang & Sourabaya	Glasgow.

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Grasmere, Gaucho. For Yokohama and Nagasaki: Isles of the South, Queen of the Age. For Tientsin and Chefoo: Cymbeline. For Shanghai: Coral Nymph, Douglas Castle, Pegasus, Wild Deer, Hindostan. For Hong Kong and Foochow: Havelock. For Hong Kong: Scawfell, Maiden Queen, Jubilee, Fusi-Yama, Ironside. For Batavia and Sourabaya: Ragna. For Singapore: Meridian. For Penang: Benvenue, Lord Nelson. For Colombo: Wynaud. For Colombo and Trincomalee: Boldon Lawn.

At LIVERPOOL.—For Yokohama: Grenadier, Goodell. For Shanghai: Joseph Sprott, Janet Ferguson. For Hong Kong and Canton: Bella, Parejers. For Hong Kong: Milton, Bunker Hill. For Batavia and Singapore: Phaeton. For Singapore: Mary Nicholson, Iron Queen. For Manila: Victoria, Virgen-del-Carmen, Ogono. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (s.s). For Galle: Queen Victoria, Lloyds.

SPOKEN.

JAS. WISHART, New York to Shanghai, Dec. 18, 27 S., 24 W.
MATAURA (ship), Liverpool to Hong Kong, 5 S., 27 W.
ALBLASSERWAARD, Newcastle to Japan, Dec. 1, 10 N., 25 E.
MERCATOR, Cardiff to Shanghai, Jan. 6, 8 S., 32 W.
ARAB STEED, Lond. to S'pore, off S. Pt. of Banca, with part of crew sick.
GEORGES (of Crookhaven), Lond. (?) to H. Kong, Dec. 25, 21 S., 34 W.
FABIUS, Havre to China, Jan. 4, 1 N., 26 W.
GOSSAMER, London to Shanghai, Jan. 7, 3 N., 22 W.
RICHARD S. ELY (Amer. s.), N. York to H. Kong, Jan. 20, 33 N., 40 W.
LEANDER, London to Shanghai, Dec. 25, 1 N., 26 W.
ELEANOR (ship), Swansea to Hong Kong, Jan. 6, 1 N., 29 W.
MARGARETHA SIMONETTA, Bat. to Amsterdam, Jan. 23, 34 N., 35 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain firm at previous quotations. In coal freights from the northern outports we have no change to note.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight, 40s. and 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 50s. weight, 45s. meast. To Cheefoo: 60s. weight or meast. To Hong Kong: 50s. weight, 35s. meast. To Amoy: 60s. weight, 50s. meast. To Manila: 50s. weight, 55s. meast. To Singapore: 30s. weight, 35s. meast. To Penang: 35s. weight, 40s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £53. For Hong Kong: £44. For Saigon: £50. For Singapore: £33. For Batavia: £32. For Colombo, £30. For Galle, £36. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 10s. For Shanghai: £2 12s. 6d. For Chefoo, £2 15s. For Hong Kong, £2 2s. 6d. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 11s. For Batavia, £1 10s. For Trincomalee, £1 14s. For Galle, £1 12s. 6d. For Colombo, £1 8s. 6d.

CASUALTIES.

Advices from Rotterdam, dated 1st Feb., state that the Nederland, v.d. Eb, had blown from her anchors during a gale and caused serious damage to the Kortenaar, Schuchard, in the river. In order to prevent more damage the master of the Nederland had put her ashore. Both vessels had lately arrived from Batavia.

Telegrams have been received from Shanghai announcing the arrival on the 1st Jan of the Lahloo and Spindrift, the former vessel performing the passage in three days less than the latter. The Lahloo was built by Messrs. Robert Steele and Co., Greenock, and commanded by Captain Smith, late of the Min. The Spindrift, by Messrs. Charles Connel and Co., of Glasgow, and commanded by Captain Jones, formerly of the Serica.

At Teneriffe, Jan. 27, Agamemnon (s.s.), Middleton, from Liverpool, and proceeded next day for Singapore, China, &c.; she had experienced very severe weather.

A report, which was inserted in all the leading papers, to the effect that the Coulnakyle, from London to Amoy and Chefoo, had been lost in the Channel, has been contradicted by the owners of the vessel, who have received reliable information to the contrary.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China and Japan. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan.

NEW ARRANGEMENTS.

From this date Subscriptions to the "**LONDON AND CHINA EXPRESS**" will be regarded as Subscriptions to this **AGENCY** also. Henceforward, therefore, Subscribers to the "LONDON AND CHINA EXPRESS" will be entitled to the execution of orders

FREE OF COMMISSION.

To Non-Subscribers the terms will be, as heretofore, Two-and-a-Half per cent. on Orders over £50, and Five per cent. on Orders for a less amount.

Purchases and Sales of Bank or other Shares, Government Securities, &c., effected at ¼ per cent.

Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

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PORT OF AMOY. CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facilit. for REPAIRING & REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring espatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average pring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the ception of stores of vessels requiring to discharge them

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There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	60,000 000	... £2,400 000
Do.	Mar. 15, 1868	10,000,000	... £400,000
Do.	Sept. 15, 1868	10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14 Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon (Cochin-China), Bourbon (Reunion.)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascrtained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

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By order of the Court of Directors,

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THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E C.

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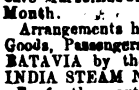

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The 19th of every Month at 8 P.M. for—
MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

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MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

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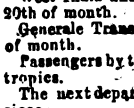
Guion's Line, leaving Liverpool every week.
New York and Havre Line, leaving Falmouth once a month.
Hamburg-American Line, from Southampton.
North German Lloyd's Line, from Southampton.
And at Panama by the steamers of the Royal Mail Line, from Southampton on the 2nd and 7th of month.
West India and Pacific Line, from Liverpool 8th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departure for China will be from San Francisco:—

GREAT REPUBLIC, 4,000 tons, March 5, 1868.

For further particulars and through passage rates apply to H. STARR and Co., Passenger agents, Pacific Mail Steamship Company, No. 145, Cheapside, London.



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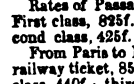
To sail on the 20th February.



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Hong Kong ...	Havelock ...	A1 13 yr.		Mar. 10
Do. ...	Jubilee	A1 14 yr.	W.I.D.	Feb. 25
Kanagawa	Queen of the Age.....	A1 13 yr.	W.I.D.	Feb. 15
Singapore	Meridian, ...	A1 10 yr.	W.I.D.	Feb. 21
Tatsn. & Chfoo.	Cymbeline ...	A1 13 yr.		Feb. 25

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CHINA, JAPAN, SINGAPORE, and PENANG.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Day for Shipping.
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Hong Kong ...	Fusi-yama ...	A1 16 yr.	E.I.D.	With des.
Hong Kong ...	Canadian ...	A1 13 yr.	E.I.D.	To follow.
Yokohama, (Kanagawa) and Nagasaki ...	Isle of the South	A1 13 yr.	E.I.D.	With des.
Penang	Benvenue ...	A1	S.K.D.	With des.

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Calcutta	Columbine, ...	[illegible]	[illegible]	[illegible]
Bombay	Borderer.....	AA1	E.I.D.	Feb. 20.
Bombay	Marathon	A1 7 yr.	E.I.D.	Mar. 2.
Calcutta	British Envoy .	AA 1	E.I.D.	Feb. 20.
Calcutta	Accrington ...	A1 18 yr.	E.I.D.	With des.
Calcutta	Wayfarer	AA1	E.I.D.	Mar. 20.
Shanghai.....	Pegasus	A1 13 yr.	E.I.D.	Feb. 20.

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Bombay ...	Mirella	797	AA1	E.I.D.	withdes
Do.	Abergeldie ..	629	A1	E.I.D.	Do.
Colombo ...	BoldonLwn.	551	A1 11 yrs.	W.I.D.	Do.

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For list of R and Co.'s line of ships now loading see the "Times" (daily) and other papers.

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For list of R. and Co.'s line of ships now loading see "The Times" (daily) and other papers.

With quick despatch.

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For Freight or Passage apply to the Owners, JAMES SHEPHERD and Co., Lime street-square; to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

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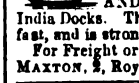
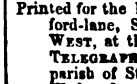
To sail on the 2nd of March.



FOR SHANGHAI, the splendid Clyde-built Clipper, DOUGLAS CASTLE, A 1 14 years, 678 tons register, ALEXANDER McRITCHIE, Commander; East India Docks. This vessel has proved herself to be very fast, and is strongly recommended to shippers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the Seawfell.



FOR HONG KONG, the well-known clipper IRONSIDE, A 1 12 years, 898 tons register, ANTHONY HEDLEY, Commander; East India Docks. Has excellent accommodation for passengers.

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Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London. Wednesday, Feb. 12, 1868.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 18th, and 26th.

VOL. X.—No. 273.] LONDON, THURSDAY, FEB. 27, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	Oct. 29	Dec. 28	Jan. 4
Nagasaki	Oct. 29	Dec. —	Jan. 1
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo	—	—	Dec. 26
New-chwang			
Hankow	—	—	Jan. 3
Kiu-kiang	—	—	Jan. 4
Chin-kiang			
Shanghai	Nov. 11	Dec. 30	Jan. 9
Ningpo	—	—	Jan. 7
Foo-Chow	—	—	Jan. 8
Formosa—Tamsuy			
Amoy	—	—	Jan. 9
Swatow			
Hong Kong	Nov. 17	Jan. 4	Jan. 15
Canton			
Macao			
PHILIPPINES—			
Manila	Nov. 11	Dec. 31	Jan. 7
COCHIN-CHINA—			
Saigon	—	—	Jan. 14
SIAM—Bangkok	—	—	Jan. 14
BORNEO—Labuan			
Sarawak	—	—	Jan. 7
JAVA—			
Batavia	—	—	Jan. 15
MALACCA STRAITS—			
Singapore	Dec. 17	Jan. 22	Jan. 22
Penang	Dec. 10	Jan. 13	Jan. 25

The French mail, with Hong Kong dates to Jan. 26, may be expected about the 5th proximo. The next outward mail, the first under the new contract, will leave on the 6th March. Telegrams from Hong Kong to Feb. 1 were received, via Galle, on the 26th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. str. Pera, arrived Feb. 25.—From Hong Kong: Mr. E. Norton, Mr. J. Forster, Dr. C. M. Scott, Mr. and Mrs. Masson, Mr. Rodger, and one second-class passenger. From Singapore: Col. McPherson, Surgeon Major Rose. From Ceylon: Mr. Barron.

To Southampton, per P. and O. str. Ripon, expected to arrive March 5.—From Yokohama: Mr. E. Dannielis, Mr. Hatton and two children. From Hong Kong: Mr. Ryan. From Singapore: Mr. J. Ibbotson. From Galle: Mr. and Mrs. McLagan, Mrs. Folkard, Rev. Pickford, Mr. Gallott, Mr. Health, and two second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Nyanza, from Southampton, Feb. 20.—To Yokohama: One second-class passenger. To Hong Kong: Mr. and Mrs. Swanson and child, Mr. J. F. Friederichs, Miss Goodall, Mr. W. L. Tucker, R.N., Mr. G. E. Bodle, Deputy Assistant Com.-Gen. Smith, Mr. Logan, Captain Hyde, and two second-class passengers. To Ceylon: Mr. E. Blyth, Capt. Latman, Mr. and Mrs. H. Evatt and two children, Miss Bailey, Miss Purchase, Barrack Sergeant Flockhart, and two second-class passengers. To Calcutta: Mrs. A. Huyshe, Mrs. Raymond Smithies, Rev. F. and Mrs. Fagan, Miss Ashman, Miss Emanuel, Mr. A. G. Pewdleton, Major F. Morley, Mr. S. A. Stewart, Mr. W. Andrews, Mr. A. R. Binnie, Mr. J. J. Carey, Mr. C. S. Davies, Mr. R. F. Halahan, Mr. J. C. Hammer, Mr. T. Heaford, Mr. H. Hooper, Mr. W. G. Stace, Mr. E. Olander, Mr. S. W. Roberts, Mr. F. Simon, Mr. J. H. Unwin, Mr. J. Whitfield, Mr. J. G. Codrington, Mr. T. Kyle, Mr. G. F. Smith, Mr. and Mrs. W. T. Low, child, and two daughters, Mrs. Carey, Miss Macdonnel, Major Walker, Mrs. Roberts, Mr. and Mrs. Parker, Mrs. McLeod, and twelve second-class passengers. To Madras: Mrs. Branson, child, and servant, Mr R. C. Elliott and servant, Mrs. R. A. W. C. Stuart, Miss Morris, Mr. J. Stiven, Mr. and Mrs. Trimnell, Miss Mein, Mrs. Magor and child, and two second-class passengers.

From Marseilles, Feb. 28.—To Kong Kong: Mr. F. W. Kitching, Mr. H. D. Phipps, Mr. W. H. Rennie, and one second-class passenger. To Ceylon: Mr. and Mrs. Greig. To Calcutta: Mr. C. Cheyne, Mr. W. F. Handcock, Mr. A. C. Murray, Mr. Gillham, Mr. Hechle, Mr. W. Sanderson, Mr. W. Fane Tucker, Dr. Fairweather, Mr. R. Beynon, Mr. R. Haly, Major E. Thompson, Col. Willis, Mr. and Mrs. McPhail, and one second-class passenger. To Madras: Mr. D. Cannon, Mr. J. Beard, Mrs. Orr.

Per P. and O. steamer Bangalore, from Southampton, Feb. 29.—To Shanghai: Mr. W. H. Walker, Mr. E. P. Hague, Dr. Bushell. To Hong Kong: Mrs. C. M. Jones, Mr. Brown, Mr. J. Steele. To Singapore: Mr. W. Bolton. To Ceylon: Ensign Lucas.

From Marseilles, March 8.—To Shanghai: Mr. and Mrs. H. W. Hardy, Mr. and Mrs. Helbling, Mr. R. Broudsted, Mr. D. Reid, Mr. Alfred Westall, Mr. C. Walkenshaw, Mr. J. B. Hallam. To Hong Kong: Mr. J. G. Fry, Mr. and Mrs. F. W. Ramsay, Mr. and Mrs. A. R. Hewlett, Mr. J. O. Leat, Mr. Robert Westall, Mr. A. H. Groom, Mr. A. W. Walkenshaw. To Singapore: Mr. and Mrs. Sturzeneggen. To Ceylon: Sir Edward Creasy, Mr. J. Campbell.

Summary of News from the Far East.

JAPAN.

OSAKA AND HIOGO.

H.M.S. *Basilisk*, despatched to Hong Kong from Hiogo direct, conveyed news to the 6th January, and reports that Hiogo and Osaka were opened to foreign intercourse on the 1st without any difficulty. Admiral Keppel was in the bay, with twelve British men-of-war, including gunboats. Admiral Bell was also present, with six American men-of-war, and one French vessel was with the fleet. Everything had proceeded satisfactorily up to the date of the *Basilisk's* departure.

The correspondent of the *Japan Herald*, writing a week earlier, says:—

"We left Yokohama in H.M.S. *Adventure* on Saturday, the 21st Dec., and steered south to join the fleet, having on board his Excellency Sir Harry Parkes and suite, and Lieutenants Bradshaw and Bruce with a detachment of the 9th Regiment. We arrived without accident off Osaka on the 23rd Dec., after one of the most agreeable trips that I have ever had the pleasure of making. Sir Harry Parkes landed as soon as we arrived at the anchorage and proceeded up the river to Osaka, where he found everything in an active state of preparation for the opening of that port to foreigners on the 1st of January. The following day we landed the troops, the Minister's escort and their horses, and also a quantity of stores.

"During the disembarkation the wind was fortunately blowing off shore, so that there was but a moderate movement of the sea in the bay; but we were informed that when the wind is in a contrary direction the sea becomes at times so boisterous that transhipping and landing goods is rendered very hazardous and often impossible. The city of Osaka is about three miles from the mouth of the river, and is only accessible by means of flat bottomed boats. On the 25th (Christmas Day), leaving Messrs. Lowder and Wills at Osaka, we weighed anchor, and with Sir Harry Parkes and the remainder of the suite made steam across the bay for Hiogo, where we arrived about noon, after a capital run of an hour and a quarter—distance 15 miles. Here we found an imposing fleet riding at anchor. There were one or two Japanese steamers and sailing vessels off Osaka, one of which had brought the young Prince of Chosiu across, who, *on dit*, will at the request of the Mikado be present at the ceremony of the opening of the new ports.

"We have had two funerals since we have been here, one from the *Hertford*, the surgeon of which died of consumption, and was buried on Christmas Day; the second was poor Turner, First Lieutenant of the *Rodney*, Admiral Keppel's flag ship, who died suddenly from disease of the heart, and was buried yesterday; this evening we lost one of our own quartermasters, after rather a sudden illness. It is melancholy to see the ensigns so often half-mast, but fortunately the fleet is in excellent health, and the station could not possibly, I should think, be a more healthy one."

YOKOHAMA.

From this port we have advices to the 4th January (19 days later). The outward mail of Oct. 29 (and telegraphic news to Nov. 21) arrived on the 28th December. The Pacific Mail steamer *Great Republic* arrived from San Francisco on the 3rd January, eight days overdue, with London telegrams to Dec. 2.

The present homeward mail comes from Yokohama to Hong

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Kong direct, and not via Shanghai, as usual. A large quantity of silk being offered on condition of the steamer being delayed a few days was the cause of this deviation. On this the *Japan Times* remarks :—"Those China and Japan merchants who are interested in the direct trade between this and the northern ports of the Celestial Empire have now afforded to them a very excellent chance of observing the working of the P. and O. line on this section when unsupported by a Government subsidy. At any convenient season, whenever a profit offers itself in freights, communication between Japan and Shanghai can be interrupted at the pleasure of the P. and O. agents, and when the gap is not filled by the P. M. S. S. Company's steamers, business experiences a sudden check. In estimating the inconvenience and loss caused to them by this, commercial men must be careful to lay the blame on the right shoulders. The P. and O. Company has for a long series of years discharged its onerous duties to the public, as well as to its shareholders, faithfully and well ; a time has arrived when a short-sighted Government not only declines to place it upon a level with its foreign rivals in the item of national contribution, but even refuses to guarantee it against competition by these highly subsidised opponents. [The company and the public are now in antagonistic positions ; the first duty of the directors is to provide a dividend, and all such supererogatory work as carrying Her Majesty's mails *for nothing* has to be stopped whenever occasion serves. We must suffer naturally ; and if we want the evil remedied, it is for us to assist the company by petition in its very legitimate demand on the British exchequer."

The following (also from the *Japan Times*) foreshadows the serious troubles of which we have already received a vague account by telegram :—

"The opening of the ports has of course been the all-engrossing subject of the fortnight, and we hope soon to receive news that New Year's-day at Hiogo and Osaka has passed to the satisfaction of all concerned. The exceedingly large fleet assembled in Hiogo Bay entirely precludes the idea of any open resistance by the Japanese authorities to the landing of the Ministers and Consuls and the formal declaration that the ports are opened. An attempt may very probably have been made to induce the postponement of the opening of Yedo and Nee-e-gata to the 1st of April as a precedent, and it is certain that the same plea—that the foreign settlements are not yet ready for our reception—might with great justice be advanced. But the Ministers have gone to open Osaka and Hiogo, and we cannot imagine their consenting to defer the event for any cause—short of the breaking out of a civil war—which either Mikado or Shiogoon can allege. The commencement of trade is altogether a different question. Our own letters from Osaka are of by no means a satisfactory tenor. The writers, on whose knowledge of the political situation we can confidently rely, unite in expressing a doubt respecting the actual opening of the ports to commerce. They may be declared open as a matter of form by the Ministers, and foreign Consuls and merchants may take up their temporary abode there, but it is not certain that trade will be allowed ; and one of our correspondents goes so far as to state that it is useless for foreign traders to go down. Shimadz Saburo has been hurriedly called away to Kagosima, and left the capital in great haste. Tosa has also gone, no one knows whither, and the aspect of affairs is by no means promising.

"The real reason for attempting to delay this event is that the Daimios will not attend the Conference to which they have been summoned, under the guns of a foreign fleet. And, until they have assembled, until the questions which now agitate Japan are settled—the formation of a new system of Government and the adjustment of the balance of power between Mikado, Shiogoon, and Daimios—we cannot hope to see trade commenced in Osaka or Hiogo with any confidence in its peaceful continuance.

"Our latest letters from Mr. Seare at Osaka are without sufficient interest to induce us to print them. Life must have been to him for the last four months as dreary as to Mariana in the moated grange ; it is almost incredible, but nevertheless true that so carefully secluded has he been from the outside world that, until the information reached him from us here, he had not heard of the abdication of the Shiogoon ! His last letter bore date December 14th, when he reported everything quiet and the works in progress at both settlements ; the difficulty about the plans having been adjusted by Messrs. Mitford and Satow, of the English Legation, who preceded the Ministers, as we mentioned last mail. The mercantile communities of Yokohama and these new ports, as well as more distant constituents owe, certainly, a debt of gratitude to Mr. Seare ; for it is most certain that but for the appearance of his letters all would have been kept, up to the present date, in utter ignorance of the proposed plans of the new settlements at Osaka and Hiogo ; and Mr. Locock's really valuable letter which was published here for last mail would not have appeared. It had not been published in London last November, though it was written and sent home six months before. Sir Harry Parkes will not readily clear himself of the censure he has most justly incurred, of neglecting, from pure 'insolence of office,' the interests committed to his charge."

NAGASAKI.

A correspondent at this port writes :—

"The *Keangsoo*, recently bought by Satsuma, left for Kagosima on 3rd Dec., having on board Count Monblanc and three other Frenchmen, members of his staff. The steamer *Coquette* has been sold to Japanese for $85,000. She is the best and cheapest purchase they have ever made. The price paid for her and for the *Keangsoo* ought to convince owners of steamers that the time for making money out of them in Japan has passed. They will be glad ere long to have the bare outlay on their vessels returned.

"The Governor has addressed a letter to each of the Consuls expressing the difficulty he experiences in adjusting cases between foreigners and Japanese for breach of contract, when neither side possesses a written contract, and requesting that foreigners be instructed to have their contracts with Japanese in black and white in future, as otherwise, in the event of dispute, he will be compelled to refuse a hearing.

"The *Feilong* has been circulated to leave for Hiogo on the 27th inst., and other steamers are likely to follow. A representative from nearly every house here will be present at the opening of the new ports.

"There is nothing doing in imports. The brig *Belle* leaves shortly with tea for New York, and the *Gleam* has been laid on for London. The gun-boat *Eugenie* has arrived from England for sale.

The following is from Messrs. Alt and Co.'s Market Report, dated Dec. 31 :—

Since the 30th ult., when our last report was dated, we have received the English mails of the 10th and 26th October, and French mail of the 17th idem.

IMPORTS.—There has been a great stagnation in the market for piece goods of nearly all descriptions during the past month. The general attention has been taken from business to a large extent and centred upon the events now passing at Osaka. Should this port be opened according to treaty without delay we look for an improvement in every branch of trade. Stocks of Grey Shirtings are heavy, and sales lately have been very limited. In T-Cloths transactions have been small, and supplies are in excess of requirements. White Shirtings are held in large quantities, and can only be quitted a few pieces at a time. Taffachellas continue depressed, a few sales only at the undermentioned low quotations having been reported. T. R. Cambrics are still in over supply, and Blue and Bronze Handkerchiefs are difficult of sale. Camlets and Long Ells can only be moved in exchange for produce, cash offers being unobtainable. Plain Black Orleans are inquired for, and sales have been made to a fair extent at full prices. Grey Yarn is enquired for at quotations, and there is little in the place. Iron, of all kinds, and Lead, are in small supply and fair demand. There are no English Coals on the market.

EXPORTS.—There has been a fair demand for most descriptions of produce during the past month. Large sales of wax have been made at rather lower rates, and stocks are now reduced to a small compass. In Gall Nuts there has not been much done, and prices are rather easier. Tobacco has been bought freely at about last month's rates, and supplies continue to come steadily forward. Tea has been taken principally for the American market and the prices paid have been irregular, and do not on the whole show any decline upon previous quotations.

EXCHANGE.—On London we quote private paper 4s. 5d. to 4s. 5½d. per dollar, on Shanghai par, on Hong Kong drafts are at 1 per cent. discount. Bous 310 to 312 per $100.

FREIGHTS.—To London £3 10s. ; to New York no vessel loading ; to Shanghai $3.50 to $4 per ton ; to Hong Kong $3 to $4.

CHINA.

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HANKOW.

The Hankow Chamber of Commerce has addressed a memorial to Sir Rutherford Alcock on the subject of a revision of the Tientsin treaty. The following extracts will serve to show the views of the memorialists :—

"It is with much concern that we have to comment on the very unsatisfactory manner in which foreign interests have been cared for and protected. The Chinese authorities in the most glaring manner either evade just claims submitted to them, or where acknowledging such, put every possible obstacle in the

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way of their settlement; and the foreign Consuls appear perfectly powerless to obtain redress for those whom they represent. There are cases on record where, even after the delay and expense of reference to Peking, the claims, there admitted, are still unsatisfied, and we may specially instance the Soon Yang claims, which have now been outstanding for more than two years and a-half. Your memorialists therefore pray that a special commission be appointed for the immediate settlement of all outstanding claims, and that a similar commission should periodically visit the ports to adjudicate all unredressed grievances.

"Viewing the vast increase in the foreign trade in China during the last ten years, and the prospect of its still further development we strongly advocate the reduction of all import and export duties to 2½ per cent. *ad valorem*, such a concession being greatly to the advantage of both foreign and native trade, without any serious curtailment of the revenue as compared with that collected at the date of the Treaty of Tientsin. We would particularly call your attention to the necessity of fixing a uniform duty on tea-dust, which at present, being considered as tea, pays an excessive charge of above 50 per cent. of its value.

"The numerous exactions and squeezes imposed by the local authorities on produce in transit next claim our attention. We would suggest that transit dues on all foreign and native produce and manufactures be fixed at one-half the tariff rate, and on payment thereof that certificates should be granted for conveyance to any place. At present it is only possible to obtain such for foreign goods to certain marts, and those only within a very limited jurisdiction."

SHANGHAI.

Dates by this mail are to the 9th January. The London mail of 11th Nov. arrived out on the 30th Dec. with telegrams to the 28th Nov. The following items are from the *North China Herald*:—

Meetings of both companies of the fire brigade have been held for the purpose of electing officers for the ensuing year, and resulted in the election of Mr. Hayes as chief engineer, Mr. Groom as first assistant, and in a tie between Messrs. Lewis and Tucker for second assistant.

We are glad to say that a scheme has been organised for the relief of Chinese poor, who suffer terribly from cold and exposure during the winter. There are, here as elsewhere, two classes of beggars—the lusty, idle vagabond, and the sickly, deformed unfortunate, who is incapable of work. The former deserves bambooing rather than relief, the latter as urgently needs food and shelter, which we are glad to say measures have been taken to provide.

Some months ago a great agitation was got up about the thefts of wood from bridges on the Woosung-road, and the Taotai was induced to contribute largely towards their repair, and to threaten the villagers with every sort of punishment short of annihilation if the injury were repeated. We regret to hear that all this has been of no avail, and that the large bridge, near Woosung, has been again partially destroyed—so much so as to be unsafe for traffic. We do not attribute these depredations to the villagers, so much as to the scores of beggars who congregate at night in some of the villages, and spread by day over the country. They are much more likely to steal the wood than the peasants, who know they will be squeezed to make good the loss.

The barques *Alcyone* and *Lady Love* came into collision on the 27th, as they were coming up the river on the flood tide. The former lost jib-boom, foreyard, and fore-top-gallant mast, and left one of her bower anchors in the side of the *Lady Love*, which had to be beached to keep her from sinking.

The following vessels have arrived during the fortnight, viz., *Spindrift, Lahloo* and *Talbot* from London; *Ocean Home, Ernst and Maria* and *Gloriosa* from Cardiff; *Lady Love* from Newport, and *Tavistock* from Shields. The departures are *Glenaros, Chanticleer* and *Harlaw* for London, and *Virgilia* for New York.

As the last week in December had been occupied with Christmas festivity, so the first in January has been devoted to celebrating the entrance of the new year; and we have little or nothing of interest to record.

The lottery lately got up by the sisters of charity in aid of their orphan institution at Peking was won by ticket No. 154. The Shanghai General Hospital has reduced its charges for third-class patients from $2 to $1.50 per diem, and hopes that this endeavour to meet the wants of the poorer classes of patients will meet the success it deserves.

The road to the new cemetery is being planted with trees which, it may be hoped, will one day form a pleasant avenue. This proof that the cemetery has not been entirely forgotten is satisfactory, as it affords a remote prospect that it may, some day, be brought into use. In the meantime, the Chinese amuse themselves by systematically pulling down a couple of walls built at either side of the road where it passes through a graveyard. They probably see the road is not used, and infer that the walls are useless.

The *Supreme Court Gazette* has the following:—

"There are various rumours going about the settlement at the present time with regard to the political position which the foreign Powers at Peking are likely to assume in reference to the treaty revision, and one of no small importance is that France will in all probability take a bolder stand than the other Powers are disposed to adopt. The statement is that England and America will go together, and will advocate as little change as possible; Prussia and France—more friendly in these parts than at home — will represent the progressive and anti-Chinese school; while Russia will stand neutral, content to carry on her silent policy of aggrandisement and annexation in the North, without greatly caring about details in her treaty. Such is the rumour which has gained some currency in this settlement; and though, like all political rumours, it doubtless contains some particulars that are wrong, we believe there is nevertheless a grain, and a valuable grain, of truth at the bottom of it. We do not place any great faith in the statement that France and Prussia are likely to go together in opposing the views of the United States and England; but there is, no doubt, much reason to believe that France will take an independent stand with regard to her policy; that she will claim her right to have her treaty with China revised; will make her own propositions, and will not feel herself absolutely bound, however desirable such a course may be in an ordinary way, to shape her action in precise accordance with that of her sister Treaty Powers."

Mr. B. J. Fearon and Mr. G. Cowie have issued notice in respect to the estate of Edward Lawrence, the deceased solicitor

In the Bankruptcy Court, in *Re* C. W. M. Hudson, no creditors appeared, and the last examination was fixed for 10th February.

Re Rowley Miller. A final dividend of 7,613 was declared in the estate. Amount remaining to credit of estate was Tls. 10,637.27; total liabilities Tls. 139,724.07.

Notice has been given to the creditors of A. Ellissen and Co. that all claims must be sent in to Messrs. Flux, Argles and Rowlins before the 10th proximo, otherwise the inspectors will distribute the assets with regard only to those claims which have been brought before them.

The Aberdeen brig *Water Lily* was announced for sale by auction for the 20th January.

The British and American Consuls have issued notice for a meeting on the 10th January—1. To authorise the Land Renters' Committee or Municipal Council of Shanghai to collect a tax on the assessed value of land situated within the municipal limits for the remainder of of the current municipal year; and, 2. To consider and decide upon any matter or matters of a municipal nature which may be brought before the meeting.

Messrs. Jardine, Matheson, and Co., and other agents of insurance offices, notify that the return premium will be reduced from 15 to 10 per cent.

HONG KONG.

The dates are down to the 15th January. The London mail of November 26 arrived on the 7th, and the French mail of November 17th on the 4th January. The Pacific Mail Company's steamer *Great Republic* arrived from San Francisco on the 13th January, having been delayed about a week by heavy weather. She was to leave again on the 16th. Telegraphic news from Japan to 27th January will be found in another column.

The petition to Parliament, noticed in our issue of Feb. 5th, was still in course of signature and has not come forward by this mail.

The following items are from the *China Mail*:—

The time has come when the future disposal of the Mint should be boldly discussed and determined upon. The colony is just now in the position of having sunk some $300,000 in buildings and machinery, with nothing before it but a prospect of an additional heavy yearly expense, with no off-set in the way of advantages. We have not even the consolation of feeling that the new dollar

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displacing the old one, which, for our sins, still maintains its position as a trial of European temper and the acuteness of shroffs. On the contrary, the new dollars which reach the Chinese under present circumstances are sent into the empire to be melted up, for, as no seigniorage has to be paid for those in circulation, they are naturally preferred, as being of a guaranteed intrinsic value, to melt down into Sycee. It is not, however, so much to discuss the matter, bearing upon "intrinsic" and "nominal" value that we again revert to the subject of the Mint as to the more general question of what is to be done with the entire establishment. Is the Government going to shut it up, sell the plant for what it will fetch, send the officers home, and sit down with a clean loss of $250,000 (assuming that the plant fetched a fair price), or is the establishment to be kept open? If the latter, under what conditions? After all that has passed a direct and specific declaration on this head can be fairly demanded by the colony from the Government. We must put aside, except as purely temporary, all considerations as to whether the gambling licences, or the Stamp Act, or any other sources, will yield a revenue sufficiently large to permit of the Mint expenses being paid from the general incomings of the colonial Treasury. And this because, if the Mint is likely to be a permanent charge upon our resources, it is useless to prolong its existence. If, on the other hand, it can be made evident that at the end of any given period it will yield a revenue, it may be quite worth while to keep it in the highest possible state of efficiency. At all events some clear understanding as to the future is called for. Meanwhile there are one or two considerations which have not, so far as we are aware, been stated, and to which we would now refer.

The P.M.S.S. Co.'s steamer *Great Republic* left San Francisco December 4th, with 53 cabin and 1,200 steerage passengers, 900 tons merchandise, and $1,350,000 in treasure. From the first she encountered very heavy westerly gales with a high sea, and had to run down to lat. 27.50 S. in hopes of meeting with better weather, but the gales continued almost without intermission until arrival at Yokohama, Jan. 3rd, 30 days from port to port. Left Yokohama on the 5th, at 5 P.M., and on the 8th, at 5 P.M., passed the P. and O. Co.'s steamer *Cadiz*, which vessel had left Yokohama at 9 A.M. on the 5th, also bound for Hong Kong. Experienced strong S.E. gales for the first two days after leaving Yokohama, and afterwards heavy gales from the N.W. with a high sea. Four deaths occurred among the Chinese passengers during the voyage, the bodies being embalmed and brought on to Hong Kong in the usual manner.

We have received a copy of the report of the Hong Kong, Canton and Macaco Steamboat Company (Limited), to be laid before the shareholders next week. The following is an extract from it:—"The accounts are now laid before you, and show the working of the steamers for the past six months. After paying all commissions, running expenses, salaries, premia of insurance, interest on loans, and outgoings of every description up to December 31st, there remains a sum of $57,124.94 in the hands of the company. Of this amount the directors have appropriated $25,000 to the reserve fund; and assuming that you would agree with them now, as at the last meeting of shareholders, that the best investment of that fund would be the reduction of the loan on the company's steamers, they have employed it for that purpose, and thus reduced the loan to $145,000 This appropriation leaves the sum of $32,124.94, out of which the board recommend the payment of a dividend to shareholders of 2 per cent. on the paid up capital (with the dividend declared for the previous six months ending 30th June, this gives 12 per cent. per annum), which will absorb $11,250, that $10,000 be carried to the reserve fund, and applied to the reduction of the loan, and that the balance of $10,874.94 be carried forward to the next half-year's account." The nett earnings of the company's steamers, for 1867, "after deducting expenses of every nature," are stated to amount to nearly 27 per cent. of the paid up capital.

The first meeting of the creditors of Messrs. Dent and Co., bankrupts, which was to have been held on the 13th, was adjourned for a month, on the application of Mr. Wyte, pending the decision of the Judge on the motion of the petitioning creditor to annul the bankruptcy. Mr. Alexander, Registrar, granted the request the more readily as not a single creditor appeared to prove debts.

The *Daily Press* announces that H.M.'s gunboat *Drake* came in on the 8th of January, from Aberdeen, with two junks in tow, which were captured the previous day by the *Algerine*. It is said that these two vessels are mandarin junks, and under this pretence have been "squeezing," or attempting to squeeze, the unfortunate traders.

The Hamburg steamer *Peiho* was announced for sale on the 17th January.

The current number of *Notes and Queries on China and Japan* contains an exhaustive paper upon Chinese Junk Building.

The Canton race meeting was held on the 9th of January, and passed off, we understand, very pleasantly. The weather was fine and the racing good.

Messrs. Oliphant and Co. in their circular say:—

"There has been no increase in the bulk of business transacted at this during the fortnight, the native demand for all descriptions of merchandise being still restricted to supplying actual requirements. There has been some slight speculative inquiry for piece goods on the part of foreigners, but the effect which might have been produced thereby has been partially negatived by the action of some of the German houses, which have been willing sellers, while other importers have held out for higher rates. Some descriptions of piece goods show an improvement in value, and after the native holidays, we look for increased activity and a general advance in values."

COCHIN CHINA.

It has already been hinted that the newly annexed provinces of Cochin China were in revolt against the French. By this mail we have a full confirmation of the fact. The *Courrier de Saigon* (the official paper) of 5th December, in its non-official columns, gives us an interesting account of the origin and progress of the insurrection.

It would appear that the revolt was fomented by the sons of Phan-tan-giang, and that they signed the orders for uprising. It began on the 9th November at Huong-diem, when an unexpected attack was made upon the French Resident, who was bivouacking on the market-place with his body guard of blue-jackets, and who, after a hand-to-hand fight, repulsed the rebels, his only casualty being two men wounded.

Skirmishing continued almost daily between the rebel Annamites and the French outposts, always to the advantage of the latter, until the 3rd December, when they submitted. The insurgents are said to have had more than 300 men killed and an unknown quantity wounded, while the French only had the aforesaid two sailors slightly wounded!

The *Courrier* concludes by hoping that the Old Annamite Party will now believe in their powerlessness, and that the population will learn from the results of the "crisis" in the newly annexed provinces an effective and salutary lesson, and that they will no longer permit themselves to kick against their true interests.

The salutary lesson does not, however, seem to have been effective, as the *Courrier de Saigon* in its issue of the 20th December still reports that outpost skirmishing is a daily affair, and regrets that men should be so misguided as to take up arms against their best friends.

JAVA.

BATAVIA.

The following is from the *Java Bode*, an official paper published in Batavia:—"We understand from good authority that the Netherland India Steam Company will next year open a line with their boats *via* Singapore to Ceylon, Aden, and Suez, as well as a monthly line from Batavia *via* Singapore to Hong Kong and a line to Australia. Mr. S. van Hulstyn, superintendent of the company, will proceed to Europe by the first mail in January to make the arrangements."

A letter from this port gives some details of the present situation of the colony. The population is increasing with great rapidity. It consisted in 1808 of 3,730,000 souls; the census of 1826 gave 5,400,000, and that of 1863, of 13,649,000. The number of inhabitants has thus doubled in 30 years, which is a rate of increase much greater than in the nations the most favoured in this respect in Europe—Prussia and England, for example, where the population only doubles in 50 years; in France the period required is 130 years. The annual revenue of Java is nearly nine millions and a-half sterling, or about 14s. per head, which is an enormous sum for an Asiatic State. In India the revenue is less than 5s. per head of the population, all expenses paid. Java sends to Holland about two millions sterling a year, which sum is expended in constructing railways, or in diminishing the public debt. According to ancient custom the cultivator in Java should pay to the State one-fifth of his crops; but the native

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princes, abusing their authority, exact a third. The Dutch Government has re-established the impost of a fifth, but has changed the mode of levying it. Every village is bound to plant a certain extent of land with coffee, which is taken by the Government below the market price, the difference constituting the tax. At the end of the year 1864 there were 295,000,000 of coffee plants in Java, which produced 50,000 tons of that article. The State paid for it 12.50 florins (21s. 3d.) per picul of 126 lbs. After the payment of freight and other expenses, the coffee is sold in Holland at an average price of 46.69 florins, which leaves a considerable profit. The crop of sugar yields 100,000 tons. The peasantry of Java enjoy a material welfare which would be envied by the same class in many European States. The colonial system followed by Holland since 1826 meets, however, in that country with many adversaries, who maintain that free labour, by stimulating individual activity, would give still more favourable results.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence extend to the 22nd ultimo. The home mail of the 10th December arrived out on the 15th January, with London telegrams to the 30th January; and the French mail of Dec. 17 arrived as the present mail was leaving. The following summary of intelligence is from the *Straits Times*:—

Little of any general interest has occurred in the colony during the past fortnight. We have to chronicle the completion and opening of our new Court-house on the 9th January, on which day our Acting Chief Justice Sir William Hackett, inaugurated in it our first Criminal Session for this year. The new building has rather an imposing look externally, and indeed is an ornament to the place, and does credit to its designer. The colony has now good reason to be proud of its public buildings, for their size, appearance, and we believe, their general convenience. There is only one drawback to the new Court-house. It is that the arrangement of the Court-room is anything but calculated for the convenience of the public, in so far as that it is very nearly impossible to hear anything of the proceedings.

The P. and O. Company's new contract still furnishes matter of discussion. Sympathy is felt for the Penang community who have been treated so scurvily under the new arrangements. The merchants there are bestirring themselves, and are petitioning Parliament for redress from the (as they consider) iniquitous compact of the Post-office, whereby they, with an annual trade of five millions sterling, are suddenly, without warning, apology, or explanation, deprived of their direct postal communications with home. Whether there will be any arrangement made by Government or the P. and O. Company to connect Penang with this port by running a small steamer for the home mails, has not yet transpired. There is some talk of a telegraph to Penang, but limited companies are not in better odour here just now than elsewhere. It is a promising project, however, and is sure of execution some of these days when people have recovered from their fright at all speculation.

The subject of the adulteration of gambier is at last forcing itself on the attention of our merchants—and not a bit too soon. There is every reason to believe that the late fall in the price of this article at home has been mainly brought on by the inferior quality shipped during the last year or two. We have only to make adulteration criminal in order to get this product, the peculiar staple export of the Settlements, in its pristine purity of former days. The Chamber of Commerce, we believe, has, the subject under serious consideration.

The *Coldstream*, Captain Ponsonby, has arrived with our artillery relief. She has made rather a long passage, her latest home dates being the 23rd August last. The Hon. Colonel Macpherson, our Colonial Secretary, leaves for home on a furlough of eighteen months, and carries with him the best wishes of the community.

His Excellency the Governor has appointed Captain Playfair, M.S.C., to be Acting Commissioner of the Court of Requests, Singapore, vice Captain Ord, ordered to proceed to Malacca to assume the duties of Police Magistrate and Commissioner of the Court of Requests at that settlement.

Jose d'Almeida, Esq., Consul for Brazil at Singapore, resumed charge of his office on the 31st Dec.

We are always glad to place on record acts of private munificence which conduce to the public welfare, and it is with pleasure we learn that Tan Kee Soon, one of our Chinese residents, has handed to the Commissioner of Police the sum of five hundred dollars for the benefit of the Pauper Hospital.

PENANG.

The community at this port is by no means reconciled to the impending change in the mail service. The *Penang Gazette* says: "The members of the Penang Chamber of Commerce have decided upon petitioning Parliament with regard to the new contract entered into by the Postmaster-General and the P. and O. Company for the transmission of mails to China. The powerful Oriental Company would seem to have had their own way in the matter, and to have been permitted, by him whose bounden duty it is to see that Her Majesty's mail should be regularly and faithfully distributed in all Her Majesty's dominions, to ignore the existence of the oldest of the Straits Settlements, and not the least of Britain's colonies. With the P. and O. Company it is simply a matter of dollars and cents. It is not that they lose money by their steamers calling at Penang, but they do not gain more, as they reckon they will do by passing us by. The fact is that the French mail steamers by not calling at Penang get more paying China freight than the P. and O. Company; of this they are jealous, and they have insisted in their new contract that their steamers should not touch at our port. We cannot blame the P. and O. Company if they should get their contract accepted with such a proviso; but we must blame the Postmaster-General for subscribing to such terms.

"It was rumoured that his Excellency the Governor would leave Penang for Singapore towards the end of January, returning after a short stay there, as his presence is necessary to bring some important matter before the Legislative Council, concerning, we believe, the police force of the settlement. That body is at present in a somewhat anomalous position, floating between the Colonial Government and the Municipal Commissioners, and recognised by neither. Most probably his Excellency is anxious that this state of affairs should cease as speedily as possible, and that he goes down to introduce a Bill for the reorganisation of the Straits police force—a Bill which, we hope, will bring about some improvement in the efficiency of that body which ought to be so useful."

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ANGOVE—On the 21st Feb., at Portswood, near Southampton, the wife of William C. Angove, Esq., P. and O. Company's Service, of a daughter.

DENNYS—On the 11th Jan., at the *China Mail* office, Hong Kong, the wife of N. B. Dennys, Esq., of a daughter.

DODS—On the 11th Jan., at Hong Kong, the wife of G. Dods, Esq., M.D., of a daughter.

EITEL—On the 7th Jan., the wife of the Rev. E. J. Eitel, Canton, of a daughter.

FREEMAN—On the 19th Feb., the wife of T. A. Freeman, Esq., of Bracknell Logde, Winchfield, Hamp-hire, of a daughter.

FITTOCK—On the 1st Feb., at Ramsgate, the widow of the late James Fittock, Esq., H.M.C.S., of a daughter (still-born).

HALTON—On the 16th Feb., at 42, Queensborough-terrace, the wife of W. W. B. Halton, Esq. of a son.

JOHNSON—On the 19th Feb., at No. 9, Harley-place, Bow-road, the wife of Edward Lionel Johnson, Esq., jun., of a son.

MAPPIN—On the 16th Feb., at Queen's-road, Clapham-park, Surrey, the wife of John Newton Mappin, jun., of a son.

HANISCH—On the 20th Jan., at Singapore, the wife of Captain F. O. Hanisch, of a daughter.

JONES—At Shanghai, Mrs. C. Treasure Jones, of a son.

LAMMERT—On the 15th Jan., at Hong Kong, the wife of G. R. Lammert, Esq., of a daughter.

MELLISH—On the 13th Jan., at Hong Kong, the wife of Edward Mellish, Esq., of a daughter.

OWEN—On the 15th Jan., at Singapore, Mrs. D. Owen, of a daughter.

PEDDER—On the 8th Feb., at West Park, Lamerton Foliot, Plymouth, the wife of W. H. Pedder, Esq., H.B.M.'s Consul, Amoy, China, of a son.

ROBSON—On the 10th Feb., at 46, Great Marlborough-street, London, the wife of Dr. Hope Robson, late of Shanghai, of a daughter.

SANGSTER—On the 19th Feb., at 5, Compton terrace, Brighton, the wife of D. J. K. Sangster, Esq. (late 53rd Regt.), Capt. and Adjt. 1st Surrey Rifle Volunteers, of a son.

SARGENT—On the 13th Feb., at 52, Burlington-road, St. Stephen's-square, London, W. the wife of Lieut.-Col. E. W. Sargent, of a son.

SOLOMON—On the 12th Jan., at Hong Kong, Mrs. E. Solomon, of a daughter.

SMITH—On the 23rd Dec., at Foochow, the wife of Thomas Smith, Esq., of a son.

TYERS—On the 9th Feb., at Hollington-lodge, Upper Tulse-hill, S., the wife of Mr. W. T. Tyers, of a daughter.

WRIGHT—On the 17th Feb., at No 3, St. Mary's-terrace, W., the wife of James Hanson Wright, Esq., of Shanghai, China, of a daughter, stillborn.

WILSON—On the 5th Jan., at Hong Kong, the wife of Wilberforce Wilson, Esq. Surveyor-General, of a daughter.

MARRIAGES.

ASHWORTH—HICK.—On the 19th Feb., at St. Peter's, Belmont, by the Right Rev. the Lord Bishop of Manchester, assisted by the Rev. William Bashall, M.A., uncle of the bride, and the Rev. W. Wall, M.A., incumbent, Edmund, eldest son of Edmund Ashworth, Esq., of Egerton Hall, to Margaret Elizabeth, eldest daughter of John Hick, Esq., C.E., of Hill Top, Bolton-le-Moors.

CRESWELL—HART.—On the 19th Feb., at the parish church of Mary Magdalene, Reigate, by the Rev. Herbert H. Moseley, incumbent of Holt, Wilts, assisted by the Rev. J. N. Harrison, vicar, and the Rev. W. Baker, M.A., St. John's College, Oxford, Henry Louis, son of George Henry Creswell, of Heavitree, Devon, to Margaret Beauchamp, fifth daughter of Thomas Hart, of Reigate, Surrey. No cards.

ELLIS—WHELDON.—On the 10th Jan., at Penang, by the Rev. J. Mackay, Henry Ellis, Esq., Master Attendant, Marine Magistrate, &c., of Penang, to Maria Louisa, only daughter of Lieut. and Assistant Commissary H. Wheldon.

FAIRLEY—WOOD.—On the 13th Feb., at Eaenbank Villa, Helensburg, by the Rev. J. M. Maynard, St. Silas' English Episcopal Church, Glasgow, Francis B. Fairley, Esq., Bank of England, Leicester, to Fanny Lucie, youngest daughter of the late Robert Wood, Staff Surgeon, formerly of the 87th Royal Irish Fusiliers. No cards.

GILMAN—THOL.—On the 19th Feb., at St. Matthew's Church, Brixton, by the Rev. N. A. Garland, Ellis, son of E. J. Gilman, Esq., of Boltons, West Brompton, to Theresa Hannah, third daughter of J. P. Thol, Esq., of Barrington-road, North Brixton. No cards.

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MCCLELLAND—BELL.—On the 12th Feb., at St. George's-road, Glasgow, by the Rev. James McIntosh, Andrew Simpson McClelland to Elizabeth Anne, youngest daughter of Henry Glassford Bell, Sheriff of Lanarkshire.

PHILLIPS—MARSH.—On the 11th Jan., at St. John's Cathedral, Hong Kong, by the Rev. W. R. Beach, George Phillips, of H.B.M.'s Consular Service, Amoy, to Jane Emily, eldest daughter of John Marsh, of Maidstone, Kent.

PORTER—KLECZKOWSKI.—On the 22nd Feb., at the British Embassy, Paris, by the Rev. J. C. Cox, Chaplain, James Porter, Commissioner of Customs, China, eldest son of John Porter, Esq., of Skirbeck, Lincolnshire, to Cecile Josephine Adair, only daughter of the late Colonel Kleczkowski, of Brussels, and niece of Count Kleczkowski, formerly H.M.'s Charge d'Affaires at Peking. No cards.

DEATHS.

BRAND—On the 16th Feb., at Bedford Hill House, Balham, Wilford Oswald Harvey, fourth son of James Brand, Esq., of 37, New Broad-street, E.C., aged nearly 7 months.

BRODIE—On the 9th Feb., at 7, York-place, Portman-square, Alexander Brodie, Esq. aged 83.

CHARTERS—On the 20th Feb., at the Grove, Trinity, near Edinburgh, William Seton Charters, Esq., M.D., late of the Hon. East India Company's Service. Friends are requested to accept this intimation.

CRANWORTH—On the 15th Feb., at No. 40, Upper Brook-street, Laura, the wife of Lord Cranworth, in the 61st year of her age.

GIDEON—On the 10th Feb., at his residence, 26, Portland-terrace, Regent's-park, Lewis Gideon, Esq., late of St. Helena, aged 79.

HENDERSON—On the 20th Feb., after a very short illness, Andrew Henderson, Esq., of Gloucester-place, Portman-square, aged 68.

KELLY—On the 27th Dec., at Shanghai, John Butler Kelly, Assistant Municipal Council.

LOCH—On the 19th Feb., at The Hall, Bushey, John Loch, Esq., formerly one of the directors of the East India Company, in the 87th year of his age.

LOCH—On the 13th Feb., at Cheltenham, Admiral Francis Erskine Loch, in the 80th year of his age.

LOPEZ—On the 30th Dec., at Shanghai, Mr. J. H. Lopez, compositor.

LEISK—On the 21st Jan., at Singapore, Capt. W. C. Leisk, aged 50, many years surveyor for Lloyd's agents at this port.

STEWART—On the 19th Feb., Charles Edward Stewart, Esq., of 102, Lancaster-gate, Hyde-park, youngest son of the late Duncan Stewart, Esq., formerly of Achnacone Appin, Argyleshire.

TRANNACK—On the 13th Feb., at his residence, Hunque illa, Peverell-park, Plymouth, Captain Trannack, aged 59.

WILLANS—On the 15th Jan., at Singapore, Ada Healey, youngest daughter of Mr. and Mrs. W. W. Willans.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—For almost all classes of goods lower rates have been established, and this having brought dealers forward, settlements are on somewhat a larger scale than those of the previous fortnight, still the market shows little activity, and the great fall in the value of dollars seems to have had scarcely any effect. Grey Shirtings are fallen from 20 to 25 cents per piece, and in Yarn a further decline of $3 to $4 per picul has to be noted. Figured Orleans and Plain Lustres are also much lower. Nearly all other goods nominal. Deliveries are on a large scale, which is to be attributed to their including the re-export of goods to Hiogo and Osaka. Quotations:—G. E. Grey Shirtings: 7 lbs., 38½ yds., 39 in., $3 to 3.10 per piece; 8 lbs. 4 to 8 lbs., 8 do., $3.30 to 3.40; 9 lbs., do. 44 in., $3.90 to 4. G. E. White Shirtings:—56 to 60 reed, 40 yds. 36 in., $3.30 to 3.60; 64 to 72 reed, do., $3.70 to 4.10. T-Cloths:—6 lbs. to 7 lbs. 2.60 to 2.90. Cotton Yarn:—Nos. 16 to 24, $50 to 52 per picul; 28 to 32, $63 to 64; 38 to 42, $55 to 57.

SHANGHAI.—Grey Shirtings: Transactions have been on a limited scale, and prices show a further fall. The increase of stocks by arrivals from England has weakened holders, and rendered Chinese dealers very cautious. Prices for 8¼ lbs. Cloth have ranged very irregularly, ordinary chops having been placed at Tls. 2.18 per piece, while best Eagles found buyers at Tls. 2.28 per piece. 7 lbs. goods are reported as sold at Tls. 1.90 to 1.98 per piece. 9/10 to 9/12 lbs. Cloth very dull of sale, and lower in value. T-Cloths: 6 and 7 lbs. show a decline, and the inquiry is limited. 8 lbs. have also receded in value, but a fair demand exists at quotations. White Shirtings: Several sales of favourite chops are quoted at last rates, but as stocks in first hands are small, and supplies on the way moderate, some holders look for an advance after the holidays. In Dyed and Fancy Goods the business done has been very small, and prices show no material change. Woollens: Are dull at last rates, and difficult of sale. Metals—Nail Rod Iron: Some addition having been made to stocks, rates are, perhaps, the turn in favour of buyers, quotations are—Nail Rod, Tls. 3.10; Hoop, Tls. 2.65; Flat and Round, Tls. 2.75 to 2.80; Lead, Tls. 5.30 to 5.35. Coals: The arrivals have brought 757 tons English, and 860 tons Welsh. The market being well supplied, these cargoes will doubtless have to be landed. There is no activity in this article. Quotations—Grey Shirtings: 7 lbs., $1.9 to 1.9.7 per picul; 8¼ to 8½ lbs., $2.1.8 to 2.2.8; 9 to 9¾ lbs., $2.5 to 2.7. White Shirtings: 56 Reed, $2.1.8 to 2.2.5 per picul; 60 Reed, $2.3 to 2.3.5; 64 Reed, $2.3.5 to 2.4; 66 Reed, $2.4.5 to 2.7. T-Cloths: 6 to 7 lbs., $1.4 to 1.9.5 per picul; 8 to 8.4 lbs., $2.2 to 2.7.

HONG KONG.—There has been no increase in the bulk of business transacted, the native demand for all descriptions of merchandise being still restricted to supplying actual requirements. There has been some slight speculative inquiry for Piece Goods on the part of foreigners, but the effect which might have been produced thereby has been partially negatived by the action of some of the German houses, which have been willing sellers, while other importers have held out for higher rates. Some descriptions of Piece Goods show an improvement in value, and after the native holidays we look for increased activity and a general advance in value. Raw Cotton: Inquiry has been very moderate, but there has been no decline in value of any description, while Bombay staple shows an advance of 75 cents to a dollar per picul, and fine Bengal is somewhat firmer. This improvement is owing to the falling off of receipts from India, and the decreasing stock of Bombay staple, this market having been reacted upon by the prices ruling at Canton. Some considerable parcels have been shipped to the coast ports. Yarn: The Amoy and Chinchew markets having been supplied by direct receipts from England at the former port, demand at this has been almost nil and a decline of $5 per bale must be quoted. Cotton Goods: A portion of the sales reported have been made to foreigners, natives still buying only to meet their actual requirements, but there are indications of a larger demand after the holidays, dealers carrying no stock whatever, and supplies in the interior being unusually light. The paucity of stocks of Grey Shirtings, and the small supplies on the way have enabled importers to force prices up about 5 cents per piece, and this in the face of the dulness usually prevalent at this season. White Shirtings and Fancy Cottons have also improved, but T-Cloths are again lower, stocks being comparatively large, and some holders willing sellers. Nothing has been done in English Drills, or American Manufactures, and prices are nominally five cents lower, to assimilate more nearly those of other Cotton Goods. Woollens: Transactions have been very trifling, but former quotations are fully maintained. Metals: A good business has been done in Nail-rod Iron, but at lower prices, dealers being unwilling to purchase further at former rates, and importers deeming to advisable to make the required concessions, a fair quantity being on the way out. Bar Iron, too, is lower, but Hoop remains very firm. Lead is easier. Tin wanted at former rates. Quicksilver is still out of stock. Spelter has been depressed by the arrival of supplies. Coal: There have been no sales, the arrivals since our last having all been consigned to consumers. English is dearer, and Welsh very firmly held, but Sydney has declined large parcels being shortly expected. One cargo of Anthracite is on the market, but no offers likely to be accepted have yet been made for it. Quotations:—Cotton Yarn, per picul, No. 16 to 24, $140 to 150; No. 28 to 32, $160 to 165; No. 38 to 42, $165 to 170; Shirtings, grey, 7 lbs. piece, $2.40 to 2.50; 8.4 lbs., $3.05 to 315; 9.10 to 9.12 lbs., $390 to 435; Shirtings, white, 52 to 56 reed, $2.45 to 2.55; 64 to 66 reed, $2.90 to 3.10; 68 to 72 reed, $3.20 to 3.50; T-Cloths, 6 to 6.12 lbs., 32 in., $2 to 2.10; 7 lbs., $2.50 to 2.60; 8 lbs., 36 in., $3.35 to 3.50; Shirtings, white spotted, $3.20 to 3.25; Shirtings, dyed, $4.10 to 4.20.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—A fairly active demand has existed at slightly weaker prices. The teamen are still anxious to realise, wishing to clear their stocks before the Japanese New Year, but are unwilling to make any great concession in prices, on account of the enhanced value of Bous. Settlements consist principally of medium to fine qualities, with some small lots of common, and are computed to be about 4,000 piculs, mostly for the London market. Arrivals are rather smaller, owing to unfavourable weather, and may be estimated at 4,000 piculs. Stocks remain without change, 4,000 piculs. Quotations are as follows:—Common, $19 per picul; Good Common, $20 to 22; Medium, $23 to 26; Good Medium, $27 to 29; Fine, $30 to 32; Finest, $33 to 36; Choice, $37 to 40.

SHANGHAI.—Black: An inconsiderable business has been transacted since the departure of the mail, at prices fully up to those previously current. The unsold stock which is not large, is held with great firmness for very full rates. Arrivals from the river ports have been small, as they are likely to continue for the remaining portion of the season. Settlements for the fortnight 2,700 chests. Quotations: Duty paid, Exchange for Credits, at 6s. 0½d. per tael, and Freight £3 per ton:—Common Oonam, 1s. 0½d. to 1s. 0¾d.; Fair Ningchow, 1s. 0½d. to 1s. 2d. Green: A fair business has been transacted on both American and English account. Finest descriptions have been in good request at fully previous prices, and common kinds have been in some demand at former rates. A few chops of Pingsuey have been bought to England. The export to both America and England still shows a large excess. The following prices have been given:—Moyune and Teenkai, Tls. 31½ to 44; Fychow, Tls. 27 to 29; Pingsuey, Tls. 31½ to 33½; Shanghai-packed, Tls. 29. Settlements for the fortnight, 19,500 half-chests.

HANKOW.—Only one chop has been purchased being a parcel of Oonam Tea, at Tls. 12.3.0. per picul. There is no new or interesting feature in the market. Quotations were Oopacks, medium to good, nominal. Oonams, common, Tls. 12.3.0.

KIUKIANG.—Black Teas: Only two purchases have been made, one a parcel of Ningchows at Tls. 14.5.0. and the other a Kiukiang-packed Tea at Tls. 13.5.0. Supplies were coming down from the country very slowly. Quotations were—Ningchows, fair, Tls. 14.5.0. Hohows, common to fair, nominal. Green Teas: Two chops of common Moyune Tea have been bought at Tls. 26.2.5 to Tls. 27. The arrivals from the country consist of 2,483 packages, which were being prepared for shipment to Shanghai.

FOOCHOW.—Congou: Since last mail heavy settlements have been made by one or two houses, at an advance of 1 to 1½ taels, and the market was almost bare of stock. Ten thousand chests more were expected from the interior, but owing to the very low state of the river these would probably not arrive down until after China New Year. Oolong: Large purchases have been made in these, at tls. 16.5 to 17 short, for fair cargo, showing a drop of 2 taels on previous rates. But, in face of the heavy export, we do not consider this a safe business. Quotations at Exchange 4s. 4d. and freight £3 10s. were—Congou, 5½d. to 1s. 2d.; Common Souchong, 1s. 0½d. to 1s. 0¾d.; Oolong, inferior, 11¾d.; fair to good, 1s. 1d. to 1s. 2½d.; superior, 1s. 5¼d. to 1s. 6d.; scented common, 1s. 2¼d.

CANTON.—A fair demand has existed for Canton-made teas at about previous prices for most kinds. Of the finer grades of Scented Orange Pekoe few parcels remain, and for these higher prices have been asked. Country Congous have attracted some attention, and offers have been made which until recently would have been regarded as very full. Holders, however, do not yet seem willing to sell, but continue generally to name prices considerably above home currencies. Stock 17 chops equal to 7,365 chests. Settlements for the interval are reported as under:—Scented Orange Pekoe, 5,000 boxes at 15 to 28 taels; do. Capers, 4,000 do. at 15 to 27 taels; District Congou, 1,100, do. at 20 to 21 taels; Gunpowder, 7,000 do. at 12 to 26; Young Hyson, 600 do. at 17½ taels.

SILK.

YOKOHAMA.—The largest business during any fortnight of the season has been done for the out-going mail, buyers apparently considering that the markets at home, so long depressed, had at last taken an upward turn, and wishing to take advantage of the comparatively lower rates ruling. The market has been raised $20 to $30 per picul, and we have to quote the finest of each kind as nominal. Settlements have been over 700 piculs, mostly medium hanks, and stocks were reduced to a little over 500 piculs. Some of the shipments by the steamer were on native account. Very little has been done in waste or cocoons. The quotations laid down in London at 4s. 5d. exchange were:—Mybash and Sinchu: Extra, 31s. 9d. to 32s. 11d.; best, 30s. 6d. to 31s. 9d.;

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medium, 28s. to 30s.; inferior, 22s. 9d. to 26s. 9d. Oshu, best, 31s. 10d. to 32s. 3d.; medium, 26s. 2d. to 28s. 5d.; inferior, 21s. 10d. to 24s. 2d. Koshu: Best, 27s. 6d. to 29s.; medium, 24s. 2d. to 25s. 6d.; inferior, 22s. 2d. to 23s. 3d.. Sodai: Best, 27s. 6d. to 28s. 9d.; medium, 25s. to 26s. 2d.; inferior, 22s. 2d. to 23s.

SHANGHAI.—Mr. Holdsworth's Circular dated 7th January is as follows:—"The business transacted in our Silk market during the past fortnight has been limited, as compared with the settlements made for the previous mail, the transactions being estimated at about 1,200 bales, chiefly composed of Hainings and the lower description of Tsatlees. A large portion of the settlements have been in barter against imports; hence prices have been very irregular, in some cases an advance having been paid, while on the other hand, some parcels of silk have been purchased at about, or slightly under last mail's rates. Consequent upon the near approach of Chinese New Year settling day, several holders of Silk, being pressed for money to meet their engagements, became anxious to realise their stocks even at a reduction on current rates, causing the market to close weak at the quotations given below. The arrivals from the interior having been on about the same scale as the settlements, our unsold stock remains unchanged, estimated at barely 2,000 bales, amongst which there are but a few parcels of true classic Silks, the majority being mixed with second crop Silk and undesirable. Prices all charges paid to England at Exchange 6s. per tael:—Tsatlee, Chop No. 2, 28s. to 28s. 7d. per lb.; do. No. 3, 26s. 8d. to 27s. 3d.; do. Market No. 3 and 3½, 23s. 8d. to 25s. 11d.; do. No. 4, 21s. 1d. to 23s. 2d.; do. No. 5 and com., 19s. 4d. to 20s. 1d.; Karshing Taysaam, Chop No. 1, 22s. 11d. to 23s. 11d.; do. No. 2, 21s. 4d. to 21s. 11d.; do No. 3, 19s. 1d. to 19s. 10d.; do. Nos. 4, 5, and com., 18s. 1d. to 18s. 7d.; Chin Cum Taysaam, Chop No. 2, 19s. 1d. to 19s. 7d.; do. No. 3, 18s. 1d. to 18s. 7d.

CANTON.—During the early part of the fortnight there was no demand for silk of any description, but since the arrival of the English mail, with a more satisfactory report from the London market, offers have been made for considerable portions of the remaining stock; 200 bales Tsatlees was, however, the only lot settled. Holders were quite firm, preferring to hold their goods until after the annual festivities. Stocks of finer grades were much reduced, and any increased demand would immediately advance rates.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales &Cases
From June 1 to Dec. 31, 1867	294506	50748098	41344299		11256091	103642994	40486
Corresponding period last season.....	716907	49450430	41492824			101975630	36669

SHIPMENTS SINCE.

	Ship.	From		
Dec. 24 ...	Glenaros	... Shanghai	... 913,950*	
— 26 ...	Patna	... Foochow	... 422,000*	
— 30 ...	Chanticleer	... Shanghai	... 418,358*	
Jan. 4 ...	Harlow	... do.	...1,155,720	
— 15 ...	Orissa (ml. str.)	...	... —	2,795

* Included in above totals.

TO UNITED STATES.

							Pcls.
From June 1 to Dec. 31, 1867	...	...	...	...	...	24729607	981
Corresponding period last season.....	...	...	...	...	...	21910111	358

SHIPMENTS SINCE.

	Ship.	From	
Jan. 2 ...	Alcyone	... Yokohama	... 613,037
— 5 ...	Virgilia	... Shanghai	... 553,947
— 5 ...	Oscar	... Amoy	... 296,148
— 8 ...	J. H. Jenson	... Canton	... Crgo. not reptd.

TO THE CONTINENT.

							Bales.
From June 1 to Dec. 31, 1867	...	...	...	...	...	985036	—
Corresponding period last season.....	...	...	...	...	...	1628800	—

SHIPMENTS SINCE.

	Ship.	From.	
Jan. 6 ...	A. E. Vidal	... Foochow	... Crgo. not reptd

TO AUSTRALIA.

From June 1 to Dec. 31, 1867 ... ... 11,226,855 lbs.
Corresponding period last year 8,071,178

SHIPMENTS SINCE.—None.

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4¼d.	4s. 5¼d.	4s. 5¼d.
Shanghai " " ...	5s. 11¼d.	6s. 0¼d.	6s. 0¼d.
Canton " "	4s. 3¼d.	4s. 3¼d.	4s. 4d.
Hong Kong " "			
Macao " "			
Singapore " " ...	4s. 4d.	4s. 4¼d.	4s. 4¾d.
Manila " " ...	4s. 3d.	4s. 3¼d.	4s. 3¾d.

At Shanghai, bills on India, Rs. 300 to 301 per 100 taels. At Hong Hong, Rs. 218 to 219 per $100. Bar Silver at Shanghai, taels 111.4; at Hong Kong, 11¼ per cent. premium. Mexican dollars at Shanghai, tls. 73.7 per 100; and exchange on Hong Kong, 28 discount. Bous at Yokohama, 290 per $100. Hong Hong and Shanghai Bank shares, new, ¾ premium; old, 8 per cent. premium; Gas Company, par; Hong Kong and Whampoa Dock, new, 15, old 24 per cent. premium; Union Dock Company, 25 per cent. discount; China Traders' Insurance, $100 premium.

The following is from Messrs. Sharp and Co.'s bullion circular:—

Exchange.—Although rates at the close of the year appeared to be unnaturally low a still further decline has taken place. At the opening of business Bank Bills could be held at 4s. 3¾d. six months' sight, but business has since been done at 4s. 3½d. and 4s. 3¼d., and at the latter rate bills are easily obtainable. There has been a fair demand for private bills at 4s. 3d. six months' sight, and in one or two instances sales have been effected at 4s. 3¼d. Bank Bills at 4s. 3½d. six months' sight have been sold to a considerable extent for remittance to India. There has also been much inquiry for Rupee paper on Calcutta at Rs. 219, and large transactions have taken place. H.M. Treasury Bills at 30 days' sight were as usual competed for by public tenders and sold at 4s. 2¾d. to 4s. 2⅞d. to the extent of about £80,000. The estimated amount of business by the present opportunity, exclusive of Treasury bills, embraces £350,000, say £150,000 Bank paper, and 200,000 Private bills, and 11 lahks Rupees.

Bullion.—Since the departure of last mail the steamer *Great Republic* has arrived from San Francisco bringing treasure to the value of $1,300,000 of which about $650,000 is for this port and the remainder for Japan and Shanghai. Of the quantity for Hong Kong about $200,000 worth is Bar Silver. Sales of this have been effected at 11¼ per cent. premium, which is the present rate. There is no sycee on the market, and the nominal value remains 9¼ per cent. premium. Only a limited business has been doing in gold bar and leaf.

Shares.—There has been very little doing in the Share Market during the past fortnight. Old Bank are very firm at 8 per cent. premium, while new are rather weak, there being small sellers at ¾ per cent. premium, and some hundreds for sale at 1 per cent. premium. A few Union Dock have been placed, but there are further buyers. A small lot of Hotel were placed at 55 per cent. discount, and there are sellers at 50. Hong Kong and Whampoa Dock are in good demand, but there are none on the market. Steamboat shares are weak, and likely to decline further.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Dec. 28, Early Dawn; Jan. 3, Eastern Queen; from Havre, Dec. 29, Casimer de Leveques; from Baltimore, 26, Moneta.

At NAGASAKI.—From Hamburg, Dec. 25, Marida.

At SHANGHAI.—From Shields, Jan. 2, Tavistock; from Cardiff, 3, Gloriossa.

At HONG KONG and CANTON.—From Liverpool, Jan. 11, Coringa; from Newport, 10, Lady Emma Bruce; from Hamburg, 10, Aldebaren; from Havana, 5, Altagracia; 9, Encarnacion; 14, Alavesa; from London (reported by telegram), Albert Victor, Sophie.

At MANILA.—From Liverpool, Dec. 23, Bella Maria; 30, Tres de Meyo; Jan. 1, Adolfo; from Glasgow, Dec. 27, Pasig (steamer); from New York, Jan. 5, Ashuelot (steamer).

At SINGAPORE.—From London, Jan. 17, Eastern Star; 20, Coldstream; from Liverpool, Indian Empire; from Glasgow, 9, Kate Carnie; from Cardiff, 4, Malvina Vidal, Crested Wave; 8, Gazelle; 16, Aldine; 20, Sparkler; from Sunderland, Loochoo; from London (reported by telegram), James Paton, Arab Steed, Ceylon.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 3, Alcoyne.

From NAGASAKI.—For New York, Dec. 26, Belle.

From SHANGHAI.—For London, Jan. 7, Harlaw; for New York, Jan. 5 Virgilia.

From FOOCHOW.—None.

From AMOY.—For New York, Jan. 5, Oscar.

From HONG KONG and CANTON.—For New York, Jan. 11, J. H. Jesson

From MANILA.—For Cadiz, Dec. 21, Conchita, Elisa; 24, Tetuan.

From SINGAPORE.—For London, Sree Singapura; for Hamburg, Celle; for Cuxhaven, Rudolph; for Falmouth, Akershus; for New York, do (via Penang), Strathmore; for Marseilles, Jan 14, Mathilde (via Pondicherry).

From PENANG.—For London, Jan. 16, Alice; 9, Helensbank.

VESSELS LOADING.

At YOKOHAMA.—For New York, Benefactor, Alexandrina.

At NAGASAKI.—For London, Gleam (full).

At SHANGHAI.—For London, James Shepherd, Western Chief, Royal Diadem; for New York, Homer, Nabob.

At FOOCHOW.—For London, Peterborough, J. C. Munro, Bemah.

At AMOY.—For New York, Surprise.

At HONG KONG and CANTON.—For London, Art Union, Petchelee; for New York, Galatea, Ceres.

At MANILA.—For London, Bella Maria; for Cork, Adolfo, Hortensia, Sandringham; for Hamburg, Voladora; for Barcelona, Carmen; for New York, Shirley; for Boston, Bengal, Agnes.

At SINGAPORE.—For London, Eastern Star, Empress of India; for Liverpool, Antipodes; for Falmouth, Akershus, Heros, Indian Empire; for Gibralter, Formica; for Cuxhaven, Gazelle; for New York, Crested Wave, Triton.

At PENANG.—For London, Dodo.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, there is no vessel on the berth; to New York, £3 5s. to £3 10s. per steamer, $45 per ton of 40 feet.

At SHANGHAI.—Rates home remain without change, being £3, with little doing; a slight improvement has taken place in the demand for suitable vessels for coasting, which is expected to increase.

At FOOCHOW.—To London, £3 10s. per ton.

At HONG KONG and CANTON.—There is a fair inquiry for tonnage, principally for coasting purposes. The following settlements, &c., are from the circular of George Holmes:—

Galatea, 375 tons, Whampoa to New York, on private terms.

Ceres, 437 tons, Fidelia, 329 tons, Whampoa to New York, at £3 2s. 6d. per ton.

Malvern, 428 tons, Saigon to Falmouth, f.o., if Great Britain at £3 12s. 6d. per ton, if the Continent, at £3 17s. 6d. per ton.

The number of disengaged vessels in harbour (exclusive of Siamese) are 15, representing 7,619 tons.

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MANILA.—The Sandringham has engaged 1,600 bales hemp at £3 10s. per ton 20 cwt. for London or Liverpool, calling at Cork for orders. The further settlements are:—Spanish ship Bella Maria, 936 tons, for London, 1,000 tons dry sugar at £3 10s., and 2,000 bales hemp, at £3 12s. per ton of 20 cwt. Spanish barque Tres de Mays, 437 tons, to Channel for orders with full cargo of dry sugar at £4 per ton of 20 cwt.; if discharged in a safe port in United Kingdom, and 10s. per ton extra if discharged at a port on the Continent. Adolfo, 424 tons, to Channel for orders, dry sugar, at £4 per ton.

SINGAPORE.—The demand for tonnage continues good, for Europe direct and from the rice ports, rates firm, with few disengaged vessels in ports; for London or Liverpool the rate is £3 10s. dead weight, and light freight, from the rice ports to U. K. or Continent £4 5s. to £4 12s. 6d. and 2s. 6d. extra if ordered to Rangoon or Bassein.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	For.
Dec. 25	Chrysolite	Yokohama	New York
— —	Drache	Bangkok	Falmouth
— 26	Merse	Singapore	London
— —	Newcastle	Foochow	do.
— —	Jane Blythe	Singapore	Liverpool
— —	Elizabeth Nicholson	Foochow	London
— 27	Doriga	Manila	Falmouth
— —	Heversham	Newcastle	Batavia
— —	Orixa	Macao	Havana
— —	Tyburnia	Shanghai	London
— 29	Jeane Airey	Manila	Falmouth
— —	Shellenru	Foochow	London
— 30	Game Cock	Manila	New York
1868			
Jan. 1	Loreley	Canton	New York
— —	Eva	Shanghai	do.
— —	Australia	Batavia	Singapore
— 8	Isaac da Costa	Rotterdam	do.
— 6	Yeavering Bell	Shanghai	New York
— —	Meggie	Newcastle	Singapore
— —	Laura and Adele	Sunderland	Sourabaya
— —	Ceres	Singapore	Hamburg

COMMERCIAL POSTSCRIPT.

The case of the Hong Kong and Shanghai Bank *versus* Messrs. Dent and Co., was in course of hearing when the mail left on the 15th Jan.

ARRIVAL NOT IN THE TABLES.—Feb. 25, at Deal, from Phillipine Islands, Roebuck; off Dungeness, from Batavia, China; 18, at New York, from Amoy, Stanley.

DEPARTURES.—Feb. 25, from London, for Batavia and Sourabaya, Ragna; for Shanghai, Pegasus; 22, from Shields, for Galle, Grecian Queen; 25, from Cardiff, for Yokohama, King Phillip (s.s.); 23, from Havre, for Yokohama, Bertha.

LAID ON.—At London, for Shanghai, Sir Harry Parkes, Weymouth; for Hong Kong, Chetah.

SPOKEN.—Veronica, Sunderland to Galle, Feb. 12, Eddystone bearing N.E. by E. 14 miles. Robertus Hendricus, Sunderland to Batavia, Feb. 11, 48 N., 8W. Ethel, Hong Kong to New York, Dec. 8, 22 S., 55 E. Solent, Foochow to New York, 24 Jan., 2 N., 29 W. Eva Johanna, Rotterdam to Batavia, Dec. 10, 23 S., 28 W. Charlie Palmer, Cardiff to Singapore, Dec. 13, 22 S., 29 W. Gem of the Sea, Liverpool (?) to Galle, Dec. 17, 20 S., 31 W. Mary and Hillegonda, Rotterdam to Batavia, Dec. 13, 31 S., 26 W. Carl and Augusta, Hamburg to Singapore, Dec. 16, 28 S,, 18 W.

CASUALTIES.—The Europa, Lupcke, from Batavia, which arrived at Texel, Feb. 11, had lost 45 fathoms of chain and sustained other damages.

HONG KONG APPOINTMENTS.—The *Civil Service Gazette* announces the following:—Hong Kong.—Mr. J. Russell, student interpreter, has been appointed, provisionally, private secretary to the Governor; and Mr. W. H. Alexander has been appointed acting Colonial Secretary. The office of Superintendent of the Bullion-office has become vacant by the resignation of Mr. C. L. Davies.

MAIL PACKETS BETWEEN POINT DE GALLE AND MAURITIUS—The Government of Mauritius having come to the determination to put an end to the contract with the Union Steamship Company, under which a monthly service has been maintained between Point de Galle and Port Louis, the mails despatched to Mauritius on the 20th and 26th inst. will be the last that will be conveyed by the vessels of that company. The mail service at present performed by the vessels of the same company between Port Louis and Natal will cease at the same time. No letters for Natal or the Cape of Good Hope can thenceforth be forwarded via Mauritius, and no letters for Mauritius can be forwarded via the Cape of Good Hope. The correspondence for Mauritius will be forwarded wholly by the French mail packets, the mails for which are made up in London on the evening of the 7th of each month, or on the previous evening when the 7th falls on a Sunday. Supplementary mails will also be despatched on the morning of the 8th, except when that day falls on a Sunday, when no supplementary mails will be forwarded.

DAILY MAIL COMMUNICATION WITH INDIA.—At a meeting of the Society of Arts held yesterday evening, Mr. Hyde Clark, D.C.L., read a paper on the subject of "Daily Mail communication with India." The author advocated the adoption of the Euphrates Valley route *via* Constantinople, Aleppo, Baghdad and Bussorah in preference to any other, and went into the subject of the completion of a railway system through the valley, by which he stated Bombay could be reached in 12 and Calcutta in 16 days. The estimated cost of the necessary works to complete the line of route would be $20,000,000. At the conclusion of the reading several gentlemen, including the chairman, Colonel Sykes, offered remarks upon the subject, and while acknowledging the advantages of the route expressed doubts as to whether sufficient capital could be raised for the purpose of completing the works. A vote of thanks to Mr. Clark terminated the proceedings.

EXPORT OF COTTON GOODS TO THE FAR EAST.

Mr. Sam Mendel's tables for the present month contain the following details of the quantities of Cotton Goods and Yarn exported to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 16th February, 1868. The exports for the two months ended 16th February, compared with those for the corresponding periods of the two previous years, are also given.

TO HONG KONG AND WHAMPOA.—For the month ended 16th February, 1868: Plain Cottons, 5,211,519; Coloured Cottons, 149,020; Printed Cottons, 118,520 yards; Cotton Yarn, 708,000 lbs.; total value of Cotton Goods, £154,243. For the two months ended 16th February, 1868: Plain Cottons, 11,681,181; Coloured Cottons, 347,825; Printed Cottons, 208,016 yards; Cotton Yarn, 1,074,350 lbs.; total value of Cotton Goods, £284,502. Increase in value for 1868 against 1867, £118,524. For the two months ended 16th February, 1867: Plain Cottons, 5,914,335; Coloured Cottons, 196,854; Printed Cottons, 133,993 yards; Cotton Yarn, 504,900 lbs.; total value of Cotton Goods, £165,978. For the two months ended 16th February, 1866: Plain Cottons, 7,894,731; Coloured Cottons, 898,001; Printed Cottons, 98,850 yards; Cotton Yarn, 708,710 lbs.; total value of Cotton Goods, £286,689.

TO SHANGHAI.—For the month ended 16th February, 1868: Plain Cottons, 29,204,713; Coloured Cottons, 1,158,469; Printed Cottons, 928,076 yards; Cotton Yarn, 4,000 lbs.; total value of Cotton Goods, £498,058. For the two months ended 16th February, 1868: Plain Cottons, 42,630,591; Coloured Cottons, 1,611,769; Printed Cottons, 1,098,056 yards; Cotton Yarn, 4,000 lbs.: total value of Cotton Goods, £726,582. Increase in value for 1868 against 1867, £329,133. For the two months, ended 16th February, 1867: Plain Cottons, 14,060,711; Coloured Cottons, 3,111,200; Printed Cottons, 1,132,466 yards; Cotton Yarn, 93,132 lbs.; total value of Cotton Goods, £397,719. For the two months ended 16th February, 1866: Plain Cottons, 12,733,894; Coloured Cottons, 865,400; Printed Cottons, 647,174 yards; Cotton Yarn, 5,000 lbs.; total value of Cotton Goods, £344,998.

TO JAPAN.—For the month ended 16th February, 1868: Plain Cottons, 1,183,230; Coloured Cottons, 97,690; Printed Cottons, 4,100 yards; Cotton Yarn, 273,809 lbs.; total value of Cotton Goods, £37,172. For the two months ended 16th February, 1868: Plain Cottons, 7,359,580; Coloured Cottons, 578,670; Printed Cottons, 82,760 yards; Cotton Yarn, 1,284,099 lbs.; total value of Cotton Goods, £209,778. Increase in value for 1868 against 1867, £134,259. For the two months ended 16th February, 1867: Plain Cottons, 1,974,571; Coloured Cottons, 288,860; Printed Cottons, 93,600 yards; Cotton Yarn, 349,500 lbs.; total value of Cotton Goods, £75,519. For the two months ended 16th February, 1866: Plain Cottons, 5,781,408; Coloured Cottons, 796,160; Printed Cottons, 570,786 yards; Cotton Yarn, 502,500 lbs.; total value of Cotton Goods, £218,378.

TO SINGAPORE AND PENANG.—For the month ended 16th Feb., 1868: Plain Cottons, 6,299,184; Coloured Cottons, 725,932; Printed Cottons, 354,689 yards; Cotton Yarn, 270,924 lbs.; total value of Cotton Goods, £132,938. For the two months ended 16th Feb., 1868: Plain Cottons, 11,941,986; Coloured Cottons, 998,722; Printed Cottons, 386,841 yards; Cotton Yarn, 395,569 lbs.; total value of Cotton Goods, £228,763. Increase in value for 1868 against 1867, £25,122. For the two months ended 16th Feb., 1867: Plain Cottons, 7,063,046; Coloured Cottons, 1,033,642; Printed Cottons, 673,879 yards; Cotton Yarn, 179,830 lbs.; total value of Cotton Goods, £203,641. For the two months ended 16th Feb., 1866: Plain Cottons, 8,010,211; Coloured Cottons, 1,685,062; Printed Cottons, 340,294 yards; Cotton Yarn, 271,105 lbs.; total value of Cotton Goods, £273,886.

TO BATAVIA.—For the month ended 16th February, 1868: Plain Cottons, 664,191; Coloured Cottons, 602,604; Printed Cottons, 68,352 yards; Cotton Yarn, 15,295 lbs.; total value of Cotton Goods, £40,280. For the two months ended 16th Feb., 1868: Plain Cottons, 1,682,066; Coloured Cottons, 1,462,670; Printed Cottons, 1,232,593 yards; Cotton Yarn, 83,685 lbs.; total value of Cotton Goods, £92,894 Decrease in value for 1868 against 1867, £144,480. For the two months ended 16th Feb., 1867: Plain Cottons, 4,178,590; Coloured Cottons, 2,283,569; Printed Cottons, 2,939,026 yards; Cotton Yarn, 139,640 lbs.; total value of Cotton Goods, £237,374. For the two months ended 16th February, 1866: Plain Cottons, 3,945,643; Coloured Cottons, 1,718,408; Printed Cottons, 717,246 yards; Cotton Yarn, 36,000 lbs.; total value of Cotton Goods, £160,671.

TO MANILA.—For the month ended 16th February, 1868: Plain Cottons, 1,268,818; Coloured Cottons, 1,116,447; Printed Cottons, 91,448 yards; Cotton Yarn, 25,453 lbs.; total value of Cotton Goods, £50,909. For the two months ended 16th February, 1868; Plain Cottons, 1,268,818; Coloured Cottons; 1,116,447; Printed Cottons, 91,448 yards; Cotton Yarn, 25,453 lbs.; total value of Cotton Goods, £50,909. Decrease in value for 1868, against 1867, £87,998. For the two months ended 16th February, 1867: Plain Cottons, 2,915,242; Coloured Cottons, 2,423,193; Printed Cottons, 101,985 yards; Cotton Yarn, 29,689 lbs.; total value of Cotton Goods, £138,907. For the two months ended 16th February, 1866: Plain Cottons, 1,077,664; Coloured Cottons, 1,953,196; Printed Cottons, 3,720 yards; Cotton Yarn, 6,200 lbs.; total value of Cotton Goods, £84,528.

TO CEYLON.—For the month ended 16th February, 1868: Plain Cottons, 913,225; Coloured Cottons, 154,995; Printed Cottons, 91,719 yards; Cotton Yarn, 10,300 lbs.; total value of Cotton Goods, £18,752. For the two months ended 16th February, 1868: Plain Cottons, 2,609,000; Coloured Cottons, 210,801; Printed Cottons, 126,669 yards; Cotton Yarn, 36,750 lbs.; total value of Cotton Goods, £49,961. Decrease in value for 1868 against 1867, £84,943. For the two months ended 16th February, 1867: Plain Cottons, 4,506,750; Coloured Cottons, 395,195; Printed Cottons, 708,516 yards; Cotton Yarn, 11,500 lbs.; total value of Cotton Goods, £134,904. For the two months ended 16th February, 1866: Plain Cottons, 2,456,628; Coloured Cottons, 354,616; Printed Cottons, 809,395 yards; Cotton Yarn, 52,275 lbs.; total value of Cotton Goods, £100,709.

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MISCELLANEOUS.

—o—

MR. LAURENCE OLIPHANT.—The *Scotsman* of the 25th says:—"Mr. Oliphant is about formally to announce his intention not to offer himself again for the representation of the Stirling Burghs—the cause of his retirement being, we are sorry to say, bad health. Mr. Oliphant, who has been for some time on a tour in the United States, found himself unable to be present at the re-assembling of Parliament, and has been advised by his physicians that any attempt at present to resume his Parliamentary duties would be highly dangerous. He has therefore resolved to pair off until the dissolution, and to announce at once that he will not seek re-election."

MURDER AND SUICIDE BY A CHINESE.—The foreman of the Consolidated Copper Mines, near Santiago de Cuba, an Englishman or an American, named Edward Andrews, was killed lately by one of the Chinamen working there. It seems that Mr. Andrews ordered the Chinaman to be thrown into gaol, when the revengeful Mongol drew a knife and stabbed Andrews in the right lung, killing him instantly. The Chinaman subsequently committed suicide, by jumping into the shaft of the mine, at the bottom of which he was found mashed to a jelly.

THE SCREW-STEAMER COLUMBINE.—This steamer built for China and Japan, has just been despatched for Annesley Bay with stores and sundries for the Abyssinian Expedition. The Columbine, Captain Lobneitz, is a very handsome composite steamer of 810 gross register tonnage, the first of two steamers for the China and Japan trade, contracted for jointly by Messrs. Charles Connell and Co., shipbuilders, and Messrs. James Howden and Co., engineers. The engines are of 100 nominal horse power, with surface condensers, variable expansion valves, and every modern improved ment.

LAUNCH.—On the 10th of February, from the yard of Elias Cox, at Bridport, a clipper barque of 950 tons burden, purchased by Messrs. James Shepherd and Co., of London, and intended for the China trade. She was named Rollo, by Mrs. Cox.

THE BRINDISI ROUTE.—The Florence correspondent of *The Times* gives a very unfavourable account of the present working of this route. He says:—"The opening of the Mont Cenis tunnel and of the Suez Canal are two events Italians naturally look forward to with the strongest interest, as likely to be highly beneficial to their country, through which lies the direct route from one to the other of those marvels of engineering skill and perseverance. Besides the pecuniary gain to the country, it will increase its importance to become part of the high road between Europe and the Indies, and the indispensable rapidity and punctuality that must be used will be of good example to Italian railway administrations and to the people in general. We cannot doubt that the Government and railway authorities are desirous to do all in their power to accelerate the end proposed, and that they will welcome information as to points where reform is practicable and vigilance needed. The Custom-house at Susa may be particularly pointed out to them. When writing from Turin early in last October I commented on the proceedings there—on the insufficient accommodation, the unnecessary amount of scrutiny, the vexatious delays which for the most part rendered the promises of railway companies and *Messageries* as to the time of arrival in Turin entirely illusory. Since then things seem to have got worse instead of better, and a flagrant instance of abuse and mismanagement has just come to my knowledge. Early on Thursday morning, the 6th inst., an English officer, the Marquis of Blandford, proceeding to India by way of Brindisi, and having no time to lose in order to catch the boat thence to Alexandria, arrived at Susa from Paris. Starting on so distant an expedition he naturally had a good deal of baggage, but it was all addressed to Calcutta, and his passport set forth his military profession and destination. Moreover, he was travelling in company with a Queen's messenger, Captain Robbins, who has been through Susa many scores of times, who must be perfectly known to all the officials there, and whose assurance that his companion was going right through, to embark at Brindisi, ought to have had the weight necessary to secure his passage without molestation from Custom-house searchers. Instead of that all representations were disregarded. Lord Blandford's trunks and cases, the most of which were not intended to be opened before arrival in India, were undone and ransacked, duty was levied on various articles, including two guns, and no sort of certificate could be obtained whereby to obtain restitution on embarkation at Brindisi of the money he had been unjustly compelled to pay at Susa. So protracted were the proceedings of the pedantic and unintelligent officials that the whole of the three hours' pause at Susa was consumed by them, and Lord Blandford narrowly escaped missing the train, and, consequently, the boat from Brindisi, by abandoning all remonstrance, and paying everything they thought fit to charge, leaving Susa without having had time even for such refreshment as is obtainable at that wretched place, and reaching Turin at 7 A.M., just in time to catch the train to Bologna. His report of the amenities of the Italian *dogana* and of the advantages of the Trans-Alpine route to India is not likely to encourage other English officers to adopt it until a better system shall have been inaugurated."

FOREIGN-OFFICE AGENTS.—Mr. T. B. Potter has asked some questions in the House of Commons about the Foreign-office "agents." He desired to know exactly how much they have received as "agents" during the last five years, by whom they have been paid, and whether it is true that the "agencies" are actually to be abolished. The five agents are all senior clerks, who are very well paid by Government, and whose regular duties might be supposed to be arduous. The payments to agents are, we believe, 1 per cent. on diplomatic salaries and outfits, and ten guineas a year for every consul. The five agents are said to receive among them about £4,000 a year. In return for this addition to their official incomes they receive and pay over their clients' salaries, and perform friendly offices for them, both connected with business and of a private character. But the Foreign-office should itself provide for the receipt by diplomatic and consular servants abroad of their salaries and correspondence without tax; and as for private offices, such as Mr. Alston enumerates in his lively evidence, gentlemen abroad are quite entitled to ask for them from these well-paid "agents," but if there were no agents to pay, they would probably get them done by friends and relatives for nothing. Mr. Alston had been asked by different clients to send out to them Redhouse's Turkish Dictionary, the *Shipping Gazette*, two dozen pairs of dog-skin gloves, ten shillings' worth of postage stamps, and *Lloyd's Weekly News*. Mr. Bernal, a consul, wrote to his agent, asking him to get a prescription made up for him. Can it be necessary or proper to keep up the agency system for such trumpery? Mr. Hammond mentioned to the Diplomatic Service Committee of 1861 that the Duke of Wellington, when he was Ambassador at Paris, refused to have one, and the Under Secretary volunteered to receive and pay over the Duke's allowances, and see that his letters were forwarded, and, says Mr. Hammond, "it was very good natured in him to do so." There are many poor consuls to whom ten guineas a year is an object; but they may perhaps fear that, if they refused to have agents, they would not find the Under Secretary so good-natured. The Ambassador at Paris has to pay £100 a year, and the Ambassador at Constantinople £90 a year, under this system—one per cent. on their salaries. These sums would go some way towards paying private secretaries, which the Foreign-office does not allow to ambassadors and ministers, unless they choose to pay them out of their own pockets, though all governors are provided with this assistance at the public charge. It might, perhaps, be worth while for Mr. Potter to ask further under what circumstances agencies have been handed over from one official to another, and whether anything in the nature of a sale of "goodwill" has occurred. As far as public interests are concerned the vice of the agency system lies in the private *liaisons* which are apt to be formed thereby to the prejudice of the service. I fit is not prop er for an Assistant Under Secretary to be an "agent," it cannot be proper for the Secretary of State's private secretary, who may have much influence on patronage, or for the chief clerk, who superintends all the finances of the office, or for head clerks of departments, to act as "agents," and place themselves in private relations of pecuniary profit with members of the service, which, as long as human nature is human nature, must have a prejudicial effect on impartiality.

THE CIVIC VISIT TO EGYPT.—Advices from Cairo state that Sir Thomas Gabriel, Sir Sydney Waterlow, and their ladies, accompanied by Mr. Deputy Virtue, reached Alexandria on the 27th of January, all well, having experienced a very pleasant, although rather stormy, passage from Marseilles. The British Consul-General came on board the steamer immediately on its arrival in the harbour, and kindly placed one of the Viceroy's State launches at the disposal of the party, and in charge of his own dragoman. Having visited Pompey's Pillar, Cleopatra's Needle, and the other sights of Alexandria, our friends departed the next day for Cairo. Since their arrival in this ancient and most interesting capital they have received every possible mark of attention. On the 30th of January they were entertained at an official dinner at the British Consulate. Zeki Bey, the Chamberlain of the Viceroy, attended them the day after their arrival, intimating the Pasha's desire to afford them every possible facility for visiting the various antiquities. The 31st of January was devoted to a visit to the Pyramids and the tombs in the vicinity. On the 1st of February the gentlemen were received by the Viceroy at the Palace of Ghizeh. On the 3rd the ladies were received by the Princess, the mother of the Viceroy, and the ladies of the harem. On the 6th of February the whole party left Cairo for a trip up the Nile to Thebes, Luxor, and the First Cataract, the Viceroy having most generously placed one of his steamers at their entire disposal, fully equipped with every luxury for 30 days; they do not, however, expect to be absent from Cairo more than 20 days.

THE ENGLISH ENGINEERS IN EGYPT.—A number of English railway engineers left this country for Egypt about the middle of May, 1866, having been engaged by the Viceroy's Government for three years, at the rate of £20 a month for the first year, £22 for the second, and £24 for the third, with overtime in proportion, and a free house, or in lieu £4 a month. The engineers had been only a short time in Egypt when they found a cause of complaint in their overtime not being paid in terms of their contract, and further in being left to provide lodgings at their own expense. They accordingly objected to this infringement of their engagement, and no attention being given to their remonstrances, they took the step of formally intimating to those in authority, that unless their grievances were redressed, they should leave the employment of the Viceroy. They did so on the 20th of April, 1867. They then applied to the British Consul at Cairo, and on his representations a commission was appointed to inquire into the whole affair, which set for eleven weeks, and reported in favour of the men's claims. Still no redress was given by the Egyptian Government. Our Consul, at Cairo, however, paid the men their overtime and lodging money, and shipped them free back to Britain. On arriving in this country, a number of them, who had procured employment in Edinburgh, immediately entrusted their business to Mr. D. F. Bridgeford, S.S.C., who proceeded to London and laid the proceedings before the Foreign-office. On returning to Edinburgh Mr. Bridgeford sought and obtained for his clients an interview with the Lord Advocate, which seems to have been decisive of the matter; for on the 10th instant a communication was received by Mr. Bridgeford from the Foreign-office, the effect of which is that the Egyptian Government agree to pay the men the sum due for the period they remained in Egypt while the commission sat, about eleven weeks, and also a further indemnity of three months' salary, in all something more than £100.

M. Magne, the Minister of Finance, has submitted to the Council of State the draft of a Bill authorising the Suez Canal Company to add lottery drawings to their loan of one million francs, the prizes to exceed each year one per cent. of the borrowed capital.

UNDER the heading of "Great Fermentation in China," *Fun* has the following *jeu d'esprit*:—

"Beer has been successfully brewed at Shanghai."—Reuter's Telegrams.

For "the cup that cheers," in spite of your jeers,
I shall never be loth to speak up;
But I thought till to-day, in the land of Cathay,
That the cup, so famed, was a tea-cup.
The only brew John Chinaman knew,
I'd have wagered a pound of hyson,
Was the tea of that ilk, which, with sugar and milk,
Is a pleasantly negatived p'ison.
But it seems that a gent, from Burton-on-Trent,
Connected with one of the ale-men,
Bass, Allsopp, or Salt, the uses of malt
Has imparted un-*to* the pig-tail-men.

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NAVAL AND MILITARY.

The Magpie, first-class screw gun vessel for China, was launched from No. 2 building-slip of Portsmouth dockyard on the 12th. The vessel was named, with the usual ceremony of breaking a bottle of wine on her stem, by Miss Wellesley, eldest daughter of Rear-Admiral Superintendent G. G. Wellesley, C.B. The Magpie is one of eleven vessels, all alike in dimensions, construction, and propelling power, and now completing in their build and outfit in the several Government dockyards and provided for in the Naval Estimates for the financial year now drawing near its close. They are built of wood, carry no armour-plating, and average 665 tons measurement. Their other dimensions are:—Length between perpendiculars, 170 ft.; extreme breadth, 29 ft.; depth in hold, 12 ft. 5 in. Their propelling power consists each of a pair of three-bladed twin screws, driven by two sets of engines having a combined nominal power of 160-horse. The engines for the Magpie have been manufactured for the Admiralty by Messrs. Summers and Day, of Southampton. The accommodation for the officers and crew on board these vessels is ample, and the ventilation is also very good. As regards speed, too, they have not by any means been neglected, as they will average upwards of 11·5 knots under full speed. They are altogether very fit for the purpose for which they are supposed to be intended—the suppression of piracy in the Chinese and Japanese seas; but for fighting purposes in any other part of the world they would probably be useless. There is no reason, therefore, why they should not be sent out as fast as they can be completed.

The Bullfinch, another twin screw gun-vessel for China and sister ship to the Magpie, has been launched at Sheerness. The engines of the ship carry three guns—one 6½-ton, and two 40-pounder guns, all made so as were made by Messrs. Rennie and Co., of London, and are of 160-horse power, nominal, driving two propellers of the Mangin pattern. She will to act as broadside guns. Miss M. Hall, daughter of Captain W. K. Hall, C.B., superintendent of Sheerness Dockyard, broke the usual bottle of wine and wished success to the Bullfinch. A mallet and chisel having been handed to Miss Hall, the rope detaining the vessel was severed, and the Bullfinch slowly left her housing for the great basin, where she will be refitted with all possible despatch. A great number of naval and military officers and ladies were present. The keel and framework of another vessel of the same dimensions as the Bullfinch have been prepared, and the ship will be got on with at once.

An Admiralty order, received at Chatham dockyard, directs preparations to be forthwith made for the construction at that establishment of another powerful armour-clad war ship of the Hercules class, in the large dock from which the Hercules was recently floated out. The instructions accompanying the order state that the new vessel—the name of which is not announced—will be in all respects the same as the Hercules below the water line, and that the ironwork for the keel of the new ship is to be immediately commenced. Consequent on this order the extra mechanics taken on some time since in the smithery department will be retained in the yard instead of being discharged.

The news from our Australian squadron is not satisfactory. There have been several courts-martial, and the Lords of the Admiralty will perhaps feel disposed to think that the sentences have not been sufficiently severe to give salutary examples. The relations between the commodore on the Australian station and the captain of the Galatea (for in that light must we regard his Royal Highness the Duke of Edinburgh) have not been conducted in the manner we could wish during the time that the Galatea has been within the bounds of Captain Lambert's command. The senior officer on one occasion communicated to his junior the orders he had received from the Admiralty, and the latter, by way of answer, replied by telegraph that he had later orders in his possession which rendered him independent, and much more to the same effect. If his Royal Highness is in charge of the property of the public, merely for his own gratification or for State reasons, the fact should have been intimated to the commanding officers on the different stations which he has visited, and is about to visit, so that no contretemps should have been permitted to exist; but if he is visiting different quarters of Her Majesty's dominions as a captain of the Royal Navy, he should be prepared to act as any other officer of his rank would on meeting with a superior.

We regret to hear that the last mail from Jamaica brought home unsatisfactory accounts of the health of that distinguished Arctic voyager Commodore Sir F. Leopold M'Clintock. Sir Leopold has had his broad pendant flying at Port Royal since the autumn of 1865, and now feels that he requires a change. He has, consequently, asked the Admiralty to relieve him from the post which he has held under very trying circumstances. Club rumour states that Captain Sherard Osborn, C.B., may succeed his old friend and brother explorer if he would only intimate his wish to the authorities, but, as the station is not likely just yet to show any signs of animation, it is not probable that so gallant and active an officer as Captain Osborn undoubtedly is would be content to take command of the Aboukir, which, if not already grounded on her beef bones, is hemmed in by the shells of defunct land crabs.

Five gunboats for the French Government have just been launched in the private yards of La Seyne; they are armour-plated, and will carry one large and three small guns. The idea is that they are intended for distant foreign stations, probably Cochin China.

BALL ON BOARD THE "LORD CLYDE."—A Naples correspondent, writing on the 15th, says, "A pretty *fete* was given yesterday on board the *Lord Clyde*, by the captain, Roderick Dew, to the English residents. Boats were in waiting at the 'Immacolatella,' at two o'clock, and from that hour till six o'clock dancing was kept up with great spirit. An improvised ball-room on board a ship of war is always an attractive scene and that which the quarter-deck of one of our fine ironclads presented was peculiarly so. This part of the vessel was covered over with awning and decorated with flags which reminded one of the dear old country and of its power to protect all British subjects in foreign lands. The guests were in number about 60 or 70, whose enjoyment of the dance and the hospitality of the captain was not in the slightest degree diminished even by a heavy shower of rain. The *Lord Clyde* leaves for Malta to-day at two o'clock, after a visit of ten days."

LEGAL.

COURT OF QUEEN'S BENCH.

JONES v. JUST.—This was a case of considerable commercial importance, raising the question whether on the sale of a commodity which the buyer has no opportunity of inspecting and judging of, there is an implied warranty or undertaking on the part of the seller that it is reasonably merchantable or saleable by the description under which it is sold. The question arose upon the following state of facts:—The plaintiffs, merchants in this country, through the intervention of brokers, entered into a contract with the defendants for the purchase of a quantity of "Manila hemp," to arrive by a certain ship from Singapore. The price was a fair price—£39 per ton; but when the hemp arrived it was found to be in such a state as to show that it had been—probably in the course of the voyage from Manila to Singapore—shipwrecked, and wetted by sea water, and then dried and repacked, and afterwards re-shipped at Singapore. It appeared that Manila hemp is divided into several kinds or qualities, and that the hemp in question, if it had been in good condition, would have been of fair current quality. It was not so far damaged as to lose the character of hemp, and, being sold by auction, it fetched 75 per cent. of the contract price which similar hemp, not damaged, would have realised; and, as the market price had risen, this was not very much lower than the contract price. On the other hand, the buyer the plaintiff, of course, lost to the extent of the difference between the market price at the time of arrival and the price realised by the re-sale, and he accordingly brought this action on an implied warranty that the hemp should be merchantable, it being admitted that there was no fraud on the part of the seller. The case was tried at the Liverpool assizes, before Mr, Justice Blackburn, and it was contended, on the part of the seller, by Mr. Brett, Q.C., that it was enough that the hemp answered the description of "hemp," and that there was no such implied warranty as supposed, but that the maxim *cavaet emptor* applied. The learned Judge, however, was of a different opinion, and said that it was a question for the jury whether the hemp when shipped at Singapore was such as not only to answer the descriptions of hemp, but of hemp "reasonably merchantable," there being, in his opinion, an implied contract or warranty to that effect; and it being necessarily a question for the jury whether an article was reasonably merchantable. Upon that ruling the case went to the jury, who found for the plaintiff for £750, the amount of damages being measured by the price which the hemp would have realised had it been according to contract, as compared with what it actually fetched. The question was reserved for this Court whether there was such an implied warranty as alleged. Mr. Justice Mellor delivered judgment in favour of the plaintiff, the buyer, to the effect that there was an implied warranty that the hemp was reasonably merchantable, and that, therefore, he was entitled to recover on such contract. The main question, the learned Judge said, was as to the contract, and that was a question of some importance and difficulty. On the part of the seller, the defendant, it was insisted that the contract was performed by the shipment of Manila hemp, even although at the time it was shipped it was so damaged as to be unmerchantable; and that, as both parties were equally ignorant of the fact, the buyer ought to have stipulated that the hemp should be merchantable. But, upon careful consideration, the Court were of opinion that the contrary was the correct view, and that the direction of the learned Judge at the trial was in substance right. There was a distinction between such cases as the present and cases such as those relied upon by the defendant, on which the buyer had opportunity of inspection. In such cases the maxim *caveat emptor* might fairly apply, even as to latent defects, for, at all events, he had the opportunity of exercising his own judgment; and if he did not like to rely upon it he could stipulate for a warranty. On a contract for the sale of goods of a particular description—whether the buyer had or had not had an opportunity of inspection—there was an implied warranty that the goods should reasonably answer the description. And in every contract to supply goods of a specific description there was an implied warranty, not only that the goods should answer that description, but also that they should be saleable or "merchantable" by that description. This was an implied term in every such contract; and in this case the question appeared to be whether the article as delivered or shipped at Singapore was "merchantable" or saleable in the market under the description of "Manila hemp." And it appeared to the Court as the result of all the cases that the maxim *caveat emptor* could not apply, and that it must be assumed that the buyer and the seller both contemplated dealing in an article which was merchantable. The buyer bought for the purpose of selling, and the seller could not on any other supposition than that the article was merchantable have obtained a customer for it. The buyer, therefore, must be taken to have trusted to the judgment of the seller. It was clear that he could have exercised no judgment of his own, and this seemed to involve an implied warranty; and there was no difference in that respect between a sale of goods for a particular purpose and a sale of goods as answering a certain description. For these reasons, therefore, the Court were of opinion that the verdict for the plaintiff, the buyer, should stand. Judgment for the plaintiff.

BANKRUPTCY COURT.

IN RE GEORGE LYALL.—This was an adjourned sitting for last examination and discharge. The bankrupt was a member of the mercantile firms of George Lyall and C. F. Still, of Leadenhall-street, and of Lyall, Still, and Co., of Hong Kong. The liabilities of the London firm are stated at £76,409, against which there is a claim of £75,860 upon the house at Hong Kong; other assets £540. The separate debts of Mr. Lyall have been paid in full. Mr. Bagley appeared for the assignees; Mr. Reed opposed for M. Liebert, of Manchester, a large creditor for £4,000 or £5,000; Mr. Sargood supported. Mr. Bagley, as representing the assignees, expressed their approval of the accounts rendered by the bankrupt, which were probably as perfect as they could be made. The members of the firm abroad had obtained their discharge, and the assignees considered that Mr. Lyall was also entitled to be released from his difficulties. He proposed that the last examination should be passed, and the question of discharge reserved for future consideration. Mr. Reed said that M. Liebert had a

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very large stake in the matter, and it did not appear probable that he would ever receive a dividend of more than 1s. in the pound. The affairs of the firm at Hong Kong appeared to have been managed by Mr. Maclean, to whom consignments were made by the house in London, and he in his turn consigned produce to the London firm. The learned counsel at some length proceeded to criticise the accounts filed by the bankrupt. He submitted that the surplus arising from the bankrupt's private property had not been carried to the credit of the joint estate, and that the indebtedness of the house abroad, for which the bankrupt was responsible, had not been included in the balance-sheet, but only the indebtedness of the London firm. The liabilities, if properly returned, would amount to £692,370, instead of £76,409; and as the accounts were altogether inadequate for the full disclosure of the bankrupt's affairs, he asked that the bankrupt should not be allowed to pass upon the present accounts, and that he should be ordered to file an amended balance-sheet. He asked particularly that the bankrupt should be required to show how an alleged surplus in 1864 of £76,000 had in 1865 been converted into a deficiency of £65,000. The proper course under the circumstances was either for the Court to direct an adjournment *sine die*, or to direct the bankrupt to furnish further and better particulars of his dealings and position. Mr. Sargood, urged that the position of the firm abroad was well known to the opposing creditor. The object of M. Liebert was to regain possession of his goods instead of proving for a dividend. Mr. Liebert was entirely conversant with the bankrupt's affairs, and had been actively engaged in the investigation arising out of the bankruptcy of the Hong Kong house. For months before his failure Mr. Lyall had been in the hands of his creditors, and had made an absolute and unreserved surrender of his property. The learned counsel proceeded to combat, at some length, the objections which had been made to the accounts, and asked that the bankrupt might be allowed to pass his examination. His Honour, after consulting the official assignee, held that the bankrupt was entitled to pass his examination, as he had evinced every desire to give information, and the official assignee expressed his approval of the accounts filed. The order of discharge would stand for consideration on a future day.

COURT OF DIVORCE.

PARTRIDGE V. PARTRIDGE AND WOODWARD.—This was a husband's petition for a dissolution of marriage, and claiming damages. The respondent and co-respondent did not appear. The petitioner, who is a clergyman and schoolmaster at Yarmouth, married the respondent in April, 1855, and they lived together happily for ten years and had six children. It appeared that before her marriage with the petitioner the respondent had been engaged to the co-respondent, and, although the engagement was broken off, they continued to be attached to one another. The co-respondent, who was a China merchant, went abroad and did not return to England until 1865. He renewed his acquaintance with Mrs. Partridge, and ultimately an adulterous intimacy was formed between them, and in the latter part of 1866 she left her husband's house and never returned to it. Her brother-in-law found her living at Walton-on-Thames under the name of Mrs. Woodward, and she confessed that she had been guilty of adultery, and was then with child by Woodward. He was not then living with her, and she had not seen him for some time. Her brother-in-law went to him and asked him whether he would marry her in the event of her husband obtaining a divorce. Mr. Woodward said there was an obstacle in the way, for he had been married since the previous September. He wrote a note to Mrs. Partridge, acknowledging this fact, admitting that he had acted very basely towards her, and could not hope for her forgiveness, and stating that he was going abroad. There was no evidence whether he really was married, or whether, as was suggested, this was only an excuse for breaking his promise to Mrs. Partridge. It was proved that since his return from China he had stated that he was worth about £25,000. The jury assessed the damages at £500. Decree *nisi*, with costs against the co-respondent.

PARLIAMENT.

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THE NEW CHINESE AMBASSADOR.

(Feb. 17th.) Colonel SYKES asked the Under-Secretary for Foreign Affairs whether any accounts had been received at the Foreign-office in confirmation of statements in the *Friend of China* of the 9th of December, 1867, and *North China Herald*, that Mr. Burlinghame, United States Minister at the Imperial Court of Peking, had accepted the office of Ambassador from the Chinese Government to the Governments in Europe; that he left Peking on the 24th of November for Tientsin, but was stopped on the road by rebels, and was only relieved from his position by the United States' steamship of war *Ashuelot* and a party of bluejackets from Her Majesty's gunboat *Dove;* and, whether he would lay upon the table the memorials from the commercial communities in China respecting the revision of the Treaty of Tientsin, addressed to the British Minister at Peking or to the Foreign-office.

Mr. E. EGERTON replied that intelligence had been received of Mr. Burlinghame's appointment as Chinese Ambassador to the European Governments. As to his detention and release, he would read an extract from a letter forwarded to the Foreign-office, containing a full statement of the facts. The writer said:—"Mr. Burlinghame's letter to Mr. Wade (enclosed by the latter to Mr. Hammond) is dated Shanghai, December 10, and in it he states:—'You have doubtless heard we were stopped at Hosiwu by a roving band of robbers. Our carts were brought to a halt by the cry that they (the robbers) were in front. The drivers could not advance, but made a stampede for Hosiwu, where we remained for 48 hours, menaced by 300 robbers. I sent messengers to Peking and Tientsin. Succour came almost simultaneously from both places. Captain Dunlop, of Her Majesty's gunboat *Dove*, mounted his "bluejackets" and rode 45 miles in 12 hours in the night, and was the first to arrive. Sir Rutherford's escort, under Murray, with Conolly and Baber as volunteers, came next, and thus it was that we were rescued. I wish everywhere to make known the most energetic and gallant conduct of Captain Dunlop.'" He had no objection to produce the memorials.

CEYLON.

(14th.) Mr. GORST said that on February 28, on going into Committee of Supply, he should call attention to a petition from Ceylon and to a despatch from the Governor enclosing the same, and should ask a question thereupon.

POSTAL COMMUNICATION WITH MALTA.

Sir G. BOWYER asked the Under Secretary of State for the Colonies what steps the Government are prepared to take for the conveyance of letters to and communication with Malta, in consequence of the Peninsular and Oriental Company's steamers ceasing to touch at the island.—Mr. E. EGERTON stated that by the new arrangement of passing through the Straits of Messina, instead of stopping at Malta, the transit of the mails between Marseilles and Alexandria would be accelerated by 12 hours. Other mails would still be conveyed to Malta by the Peninsular and Oriental Company, but what substitute would be given to Malta for the mail between that island and Alexandria was still under the consideration of the Government. As soon as any arrangement was made he would inform the House of it.

THE EAST INDIA CIVIL SERVICE.

(19th.) Mr. FAWCETT gave notice that, on the 24th of March, he would move "That this House, while cordially approving the system of open competition for the appointments to the East India Civil Service, is of opinion that the people of India have no fair chance of competing for these appointments so long as the examinations are held nowhere but in London; the House, therefore, deems it advisable that, simultaneously with the examinations in London, similar examinations should be held at Calcutta, Bombay, and Madras."

AGENCIES IN THE FOREIGN OFFICE.

(20th.) Mr. B. POTTER asked the Secretary of State for Foreign Affairs whether he had any objection to give a return of the names of the persons for whom the clerks in the Foreign-office now act as agents, or have so acted at any time during the last five years; of the emoluments which such clerks have individually received for such agency during the last five years, and the amount received by them from each person; and whether there was any truth in the statement which had appeared in the public press that the agencies in the Foreign-office were to be abolished.

Lord STANLEY: I have no objection to give a return of the names of those persons for whom the clerks in the Foreign-office now act, and for the last five years have acted as agents. With regard to the emoluments, I as prepared to give the aggregate annual amount received by each agent, am this is a matter of public interest; but I cannot see any advantage in giving the amount contributed by each person, inasmuch as it is a matter of a purely voluntary or private character. With regard to the last part of the question, I have to say that the subject of abolishing these agencies is at present under consideration.

TELEGRAPHIC COMMUNICATION WITH INDIA.

(21st.) Captain VIVIAN asked the Secretary of State for India, whether, looking to the very unsatisfactory state of the telegraphic communication between this country and India, the Government had taken any steps to establish a more direct system; whether the Government had opened any negotiations with any private companies with this object, and whether the Government had included in such negotiations the question of establishing a direct telegraphic communication with the Abyssinian forces.

Sir S. NORTHCOTE observed that the telegraphic communication between this country and India was not all that could be desired, but he did not think that it deserved the description of being in a "very unsatisfactory state." The average rate of the transmission of messages during the first twenty days of February, *via* Russia, was three days and nine hours, and by Turkey three days and eleven hours. Within the last week the average rate had been two days and twenty-two hours; and individual messages had occasionally been received on the day of despatch *via* Turkey and Russia, and frequently on the day following the date of the despatch. He might observe that steps were being taken, which he hoped would improve the existing lines of communication, in consequence of a concession recently obtained by Messrs. Siemens and Co., from Prussia, Turkey, and Russia. Nevertheless, it would be an object of interest and advantage to this country to obtain another line of communication by the Red Sea. Whenever the attention of the Government of India had been called to the subject, they had admitted that another line was much to be desired; but it was not the opinion of the Council of India that they had a right to burden the revenues of India with any guarantee or subsidy to establish such a communication; and it was obvious that the expense of any line of telegraphic communication between India and England, if borne by Government subsidy or guarantee at all, ought to be borne, not by India exclusively, but by India and the Imperial Government. The principle laid down by the Imperial Government with respect to submarine telegraphs was that it was not fit in the present state of things to advise a guarantee or subsidy, but that it was better to give facilities in the way of surveying and in other modes. Such being the case, several proposals had been made by private companies, but they had led to no result. However, at the time of the Abyssinian expedition it was brought under the notice of Government that the establishment of telegraphic communication between England and Massowah, or whatever other point might be selected as the point of departure for the expedition would be a great advantage; and in consequence of the sense which the Government entertained of the importance of establishing, if possible, such a communication, he entered into communication with the directors of the Telegraphic Construction and Maintenance Company, who were disposed to meet the Government in the most liberal spirit; but when their proposals came to be examined, it was found that it would not have been possible to establish a submarine cable from Annesley Bay, so that it could be worked before January. Under these circumstances, the great advantage of telegraphic communication, while the expenditure was organising, would be lost, and, therefore, it was not thought advisable to incur the cost of laying a cable to Annesley Bay.

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NOTICES TO CORRESPONDENTS.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 18th, and 26th, contains a Summary of European, American, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, THURSDAY, FEB. 27, 1868.

THE NECESSITY FOR A GARRISON IN HONG KONG.

IT seems to us that in the memorial of the Hong Kong Association regarding the Military Tax, there is some confusion between two very distinct questions—the one, whether the colony should be called upon to pay for the maintenance of the garrison, and the other, whether any garrison is requisite at all. Had the memorialists confined themselves to the first of these, they would have kept on perfectly safe ground; in entering on the other they have attempted to prove too much, and have damaged their case considerably. For instance, in looking through the memorial we find this passage:—"Sir HERCULES "ROBINSON declared the troops superfluous as far as the safety "of Hong Kong was concerned, and undertook to be respon- "sible for the maintenance of good order in the colony with "the aid of the local police force alone." The late Governor may have made such a statement, but what is it worth? Arguments should be based on facts, not on such fallacies as this. It needs no very tenacious memory to recall one or two extraordinary illustrations of the amount of protection that might be expected from "the local police force alone." When Mr. NUSSERWANJEE was murdered in his own bungalow at night by an armed band of Chinese, it was shown at the coroner's inquest that the police who first arrived at the house were afraid to enter the compound; and although the noise of the attack was distinctly heard at the Governor's house, none of the police who were on duty in the streets adjacent to the attacked house came to the rescue, showing very clearly that they were hiding. Again, when Mr. SMITH'S bungalow was attacked, at midnight, by a similar band of marauders, it was proved upon the trial that the attacking party first drove the armed native constable away, simply by throwing stones at him! So much for the reliance to be placed upon the local police force as far as personal courage is concerned. As for the discipline and efficiency of the corps, we are informed that upon the last named trial several of the native constables accounted for their not having shot any of the thieves by stating that their carbines would not go off, and this *arose from the charge having been in the piece for three or four months without having been drawn.* Hereupon the whole force was mustered and the men ordered to discharge their carbines, when at least thirty per cent. of them missed fire. It was also a notable circumstance that many of the men were evidently afraid to pull the trigger, whether from innate cowardice, or from a conviction that the barrel *might* burst through the rust it contained, is an open question. These are suggestive facts, and they are supplemented by others given by our correspondent "Chancery-lane," whose letter will be found in another column. The lamentable inefficiency of the force as a means of combating the disastrous fires that so frequently occur, is clearly shown, as well as the want of judgment exhibited in the choice of a superintendent.

That the influence of the Hong Kong Association, if wisely and discreetly used, is calculated to be greatly beneficial to the colony there can be no doubt; but its members must avoid taking untenable ground. In dealing with the question we have here referred to the true subjects for consideration are, the strength and composition of the force required, and the question of liability for its support—a liability which the colonists have undoubtedly good reason to repudiate. The island, itself an unproductive rock, serves as a centre and rallying point for a vast trade which brings an uninterrupted stream of wealth into the national coffers. The China trade, and the interests of British subjects in China generally, therefore demand adequate protection, and a military establishment in Hong Kong is necessary as the nucleus of whatever forces are requisite, from time to time, for this purpose. But because Hong Kong is chosen for this, as the only spot in China waters that is actually British property, that is no reason why Hong Kong alone should be called upon to maintain troops that are liable at any time to be called away to protect British interests at Canton, or any other place at which they may be threatened. Still, it is going a little *too* far to assert that the presence of a garrison is an unmixed evil. The memorialists would have done better had they asked that the contribution should be suspended until the Mint question be solved and the colonial resources placed on a better footing; or else, that it be forthwith reduced to a much smaller sum.

With regard to another subject adverted to in the memorial, namely, the Praya question, we understand that for the purpose of aiming at a settlement it is the intention of the Hong Kong Government to institute legal proceedings against Messrs. JARDINE, MATHESON and Co., and to accept the decision in this suit, when obtained, as a precedent for the other cases involved. On the other hand, Messrs. JARDINE, MATHESON and Co., if the verdict prove an adverse one, will appeal against it on behalf of all the holders of Praya lots, who will contribute to a fund for the necessary expenses.

A NEW OVERLAND ROUTE.

A PROJECT is now on foot—not so much a new one, as an old one revived—which has for its object a work that will, if carried into execution, effect an extraordinary change in our system of overland communication with India. This is no less than the rehabilitation of the ancient port of Berenice, and its substitution for that of Suez. In whatever light we view it, whether political, geographical, or commercial, the scheme is an important one, and well worthy of careful consideration, even though its completion may be deferred for some years. In the first place, it is necessary to describe the port, of which many of our readers perhaps hear for the first time. Berenice is situated on the western side of the Red Sea, in the southern part of the vast desert of Thebaid, as the ancients termed it, or Said, as it is now called. It is in latitude 23.56 N., that is, about 6 degrees, or 360 geographical miles south of Suez. The ruins of the ancient city are still traceable at the head of a deep bay, formed by the promontory of Ras Benass, and close to a small lagune, now choked with sand, but which has evidently formed a sort of inner harbour. The city was built, or restored (for its extreme antiquity renders this point doubtful), by PTOLEMY PHILADELPHUS, somewhere about 250 B.C. During the period of the Ptolemies it became, and long afterwards continued to be, an important seat of Indian trade; its position, so much lower down the Red Sea than Suez, and its greatly superior anchorage, giving it a manifest superiority over that port. Indian merchandise arriving here was conveyed across the desert by caravan to Koptos (a city not actually on the Nile, but communicating with it by a canal some three miles in length), and thence up the Nile to Alexandria. The distance between Berenice and Koptos is about 260 miles, and was performed by the camels in 12 days. It is this, the earliest known "Overland route to India," that the present Viceroy of Egypt proposes to bring once more into operation, by reviving the ancient glory of Berenice, and connecting it by a direct line of railway with Cairo.

The undertaking is one of great magnitude, but must not therefore be regarded as chimerical. The vast sums of money, and the marvels of ingenuity and labour that have already been expended on the Suez Canal would more than suffice for its completion. Moreover the VICEROY has very cogent reasons for pushing it forward, as we shall presently show; and work once commenced, and prosecuted by fellahs under the iron hand of an Egyptian taskmaster, has seldom failed of completion, from the foundation of the Pyramids down to the present time. It has always been the ambition of the Viceroys to acquire territory on the Upper Nile, and on the coast beyond the boundary of Egypt proper, as they conceived that the possession of such would carry with it a distinct title of sovereignty, to which their position as feudatories of the SULTAN gave them no claim, Egypt being so distinctly a fief of Turkey; and of this ambition the Porte has long been aware, and has manifested no little jealousy. As one precaution against such encroachment the two ports on the coast held by the SULTAN (Suakin and Massowa') are, by a sort of fiction, held

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to constitute a Turkish province called Habesh (Abyssinia), although they are situated far apart, and the country between and around them is peopled by wild tribes, over whom the SULTAN exercises no sort of control. These, together with Jeddah, Nejed, and Yenbo', three ports on the opposite (or Arabian) shore, are included in the separate Viceroyalty of Habesh and the Hedjaz; and this semblance of rule would enable the SULTAN to meet any claim to sovereignty on the part of the VICEROY, with the plea that such acquisitions were merely appendages to the fief. The present VICEROY, however, seems inclined to run the risk, and it is in pursuance of his proposed conquest of Habesh that he intends to turn Berenice to account. A line of railway to the extreme south of his own province would give such facilities for pouring troops into the coveted territory as would ensure its easy subjugation. The attitude of the Egyptian Government in relation to our own Abyssinian expedition, and its manifest eagerness to improve the occasion by sending a force against King THEODORE, afford ample proof that we do not malign the VICEROY in imputing these desires to him. So much, then, for the political motives involved.

As a financial undertaking, too, the project has its attractions. The VICEROY, it is well known, is the principal shareholder in the omnivorous scheme of M. LESSEPS, and in the sandy bed of the Suez Canal he has sunk nearly all the wealth that should have formed a provision for his successor. More than this, indeed; for of late he has had to resort to the most oppressive measures to wring further contributions from his toiling subjects. However magnificent the works accomplished, and magnificent they are, undeniably, we cannot suppose that His HIGHNESS cherishes the slightest hope of receiving a respectable dividend on his canal investment; but the Berenice project offers a fair chance of retrieving this loss. There is no reason why it should not pay as well as the existing line between Alexandria and Suez. Once constructed, the mails, and indeed all the overland traffic to and from India, would necessarily be conveyed by it, and this alone would give an enormous revenue, the whole of which would belong to the VICEROY's Civil List. We should gladly accept the safe and commodious harbour of Berenice in place of the miserably inconvenient accommodation we have now to put up with at Suez. The change would do away with quite one-third of the Red Sea passage (the worst part of it, too), and a considerable saving of time would be effected. For these reasons the scheme is sure to receive the support of our own Government; but as it tends to give the land route an advantage over the Suez Canal, it has hitherto been opposed by the French. The VICEROY, however, appears able and willing to act independently in the matter.

As regards the practicability of the scheme we may safely assert that it presents no greater physical difficulties than have been surmounted in the construction of the existing Egyptian lines. It is believed—perhaps we shall be more strictly correct if we say it is hoped—that coal will be found in the vicinity of Berenice. A preliminary expedition is now preparing to visit the place, to inquire into this and other points of interest regarding it; the party consists of three gentlemen of undoubted scientific attainments, namely, Mr. BAUERMAN, who has recently published a practical work of great value on iron-smelting; Mr. LORD, a naturalist, and Mr. LE NEVE FOSTER, C.E., at present in the employ of the VICEROY. Until the report of these gentlemen is received it would of course be premature to speak with certainty as to the accomplishment of the plan; but of its feasibility, and the advantages to be derived from it, we ourselves entertain very little doubt.

THE following notice, issued by the Board of Trade, has appeared in the *Gazette*:—"The Right Honourable the Lords of the "Committee of Privy Council for Trade have received, through the "SECRETARY of STATE for FOREIGN AFFAIRS, a despatch from "Her MAJESTY'S Minister in Japan, reporting that the foreign "representatives in that country have given their assent to an "arrangement with the Government of the SHIOGOON, by which "the opening to foreign trade of the city of Yedo and the port of "Neegata is deferred till the 1st of April next, instead of taking "place on the 1st of January last, on which date the five years' "postponement allowed by the London agreement of June, "1862, expired."

THE meeting of landowners in Hong Kong and others interested in that colony, of which we have already spoken, will take place on Monday, the 2nd of March, at 2 P.M., Mr. James White, M.P. will take the chair.

THE MAILS.

THE P. and O. Company have now published revised time-tables, showing the movements of their vessels under the new contract, and the POSTMASTER-GENERAL has issued an official notification based on them; we may therefore regard the present arrangement as final. According to this, the outward China mails during the year 1868 will be made up in London on the evening of the following Fridays:—

March ...	... 6 and 27	August ...	14 and 28
April ...	... 10 and 24	September ...	11 and 25
May ...	... 8 and 22	October ...	9 and 23
June ...	... 5 and 19	November ...	6 and 20
July ...	3, 17 and 31	December ...	4 and 18

The first departure for 1869 will be on the 1st January. The homeward mails leave Hong Kong as under, and are calculated to be delivered in London on the Monday mornings affixed:—

Wednesday	...	February	12	..	Due here	March	23
"	...	"	26	...	... "	April	6
"	...	March	11	...	... "	"	20
"	...	"	25	...	... "	May	4
"	...	April	8	...	... "	"	18
"	...	"	22	...	... "	June	1
Friday	...	May	1	...	... "	"	15
"	...	"	15	...	... "	"	29
"	...	"	29	...	... "	July	13
"	...	June	12	...	... "	"	27
"	...	"	26	...	... "	August	10
"	...	July	10	...	... "	"	24
"	...	"	24	...	... "	September	7
"	...	August	7	...	... "	"	21
"	...	"	21	...	... "	October	5
"	...	September	4	...	... "	"	19
"	...	"	18	...	... "	November	2
"	...	October	2	...	... "	"	16
Wednesday	...	"	21	...	... "	"	30
"	...	November	4	...	... "	December	14
"	...	"	18	...	... "	"	28
"	...	December	2	...	... "	January	11

No alteration, we understand, will be made in the time-tables of the Messageries Imperiales, until it is settled whether the service is to be changed into a fortnightly one, or not; a point that is still under discussion. Doubts having been expressed in some quarters as to whether the P. and O. Company will always have a steamer in readiness at Alexandria, to bring the mails on, we are able to confirm our previous statement that such will be the case. The Post-office notification above referred to is as follows:—

The following notice has been issued by command of the Postmaster-General relative to the alteration in days for despatching the mails to India, China, and Australia:—A new contract having been concluded with the Peninsular and Oriental Steam Navigation Company, the following alterations will be made in the arrangements for despatching mails to India, China, and Australia after the departure of the mails of the 20th and 26th of February. The mails for the East Indies will be forwarded wholly to Bombay, and will be made up in London on the morning of every Saturday, commencing with Saturday, 29th February, for transmission *via* Southampton, and on the evening of every Friday, commencing with Friday, the 6th of March, for transmission *via* Marseilles. The mails for Ceylon, Singapore, Labuan, Java, the Philippine Islands, Hong Kong, China, and Japan will be made up on the morning of Saturday, the 29th of February, and the evening of Friday, the 6th of March; the next mails will be made up on the morning of Saturday, the 21st of March, and the evening of Friday, the 27th of March; and thenceforward there will be a despatch on the morning of every alternative Saturday and the evening of every alternate Friday. The packets will not call at Penang, and the correspondence for that settlement will be forwarded in the mails for Singapore. A branch packet will leave Shanghai for Yokohama, calling at Nagasaki, immediately after the arrival of each mail from England. The first mails for Australia under the new arrangement will be made up on the morning of Saturday, the 21st of March, and the evening of Friday, the 27th of March, and thenceforward on every fourth Saturday and Friday throughout the year. As the packet from Marseilles to Alexandria will not call at Malta, the correspondence for that island will be sent wholly by the weekly packet from Southampton. The homeward mails will be due in London as follows:—The first mails from India, Ceylon, China, Japan, and Australia on the morning of Monday, the 23rd of March, *via* Marseilles, and on the evening of Saturday, the 28th of March, *via* Southampton, and thenceforward; from India on the morning of every Monday, *via* Marseilles, and on the evening of every Saturday, *via* Southampton; from Ceylon and China on the morning of every alternate Monday and the evening of every alternate Saturday; and from Australia on the morning of every fourth Monday and the evening of every fourth Saturday.

MESSRS BLACKWOOD AND SONS announce as "in the press" a work entitled "The Ever-Victorious Army," being a history of Colonel Gordon's Chinese Campaign, and of the suppression of the Taiping rebellion. It is written, or edited, by Mr. Andrew Wilson, F.A.S.L., formerly editor of the *China Mail*.

THE appointment of JOHN GARDINER AUSTIN, Esq., to be Colonial Secretary for the Colony of Hong Kong (announced in our issue of January 27), was gazetted on the 18th inst. Mr. AUSTIN leaves for Hong Kong by the mail of March 27.

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TELEGRAPHIC COMMUNICATION WITH INDIA AND CHINA.

A PAMPHLET bearing the above title, written by Mr. FRANCIS GISBORNE, has recently been published with the view apparently of introducing to public notice the INDO-EUROPEAN TELEGRAPH COMPANY. This it seems is the name of the Company by which the concessions granted to Messrs. SIEMENS BROTHERS for a direct line of telegraph to India *via* Prussia, Russia, and Persia, is to be worked. A considerable portion of Mr. GISBORNE'S pamphlet is taken up with an exposure of the manifold shortcomings of the existing line—a work of supererogation, we should imagine, after all that has been written on the subject in these columns and elsewhere. A good deal of space is also devoted to a detailed account of the terms on which the concessions have been granted by the various Governments; but most of this information was given in our issue of the 10th September last. It appears that the works through Russia and Persia are promised to be completed within twelve months from the commencement of operations, at a cost of not more than £400,000; the Prussian Government also undertakes to complete its portion within the same period, but at what outlay is not stated. The line will be under the management of the English company throughout, who will pay out of its earnings the following "royalties" on each Indian message of twenty words: 2½ francs to the Prussian Government, 5 francs to the Russian Government, 2 francs to Persia, and for use of wires in Reuter's cable, 4½ francs—total 14 francs. At present it is proposed to charge £3 10s. for each 20-word message. The Prussian and Russian Governments are in perfect accord as regards the proposed line, and have invited the co-operation of Her MAJESTY'S Government, which has been promised. The Persian lines are already, by virtue of a special convention, under the management of the Indian Government. A map attached to the pamphlet shows the chief stations between London and Teheran (where it joins the existing Indian lines) to be—Hamburg, Berlin, Thorn, Warsaw, Odessa, Kerch, Poti, and Tiflis. So far, there does not appear to be a single drawback to the accomplishment of the work, so soon as the required capital is subscribed; but, as we have before suggested—supposing an European War should break out?

THE subject of telegraphic communication with India has been again before the House of Commons. Sir STAFFORD NORTHCOTE admits that it is at present in a most unsatisfactory state, and that good a Red Sea line is still a desideratum; at the same time he calls attention to the improvement likely to result from the Indo-European line to be constructed by Messrs. SIEMENS. Mr. GISBORNE, commenting on this admission, says (in a letter to *The Times*):—

I believe that the timidity, contradiction, and confusion which have hitherto prevailed in the councils of Government with reference to telegraphic matters are due to the absence of a Minister of Public Works. Every telegraphic project that is brought under the notice of Government runs the gauntlet of several departments, each which has something to say against it, especially the Treasury, if any financial assistance is asked for, and there exists no department or Minister to whom any appeal can be made to decide upon all these various difficulties. One would suppose that the Prime Minister of the day is responsible for the national interest, but he does not appear to think so, and invariably leaves the matter to be decided by the department which is supposed to have the greatest interest in it.

As Sir Stafford Northcote has informed the House of Commons, Prussia, Russia, and Persia have lately determined to establish a new line in opposition to that through Austria and Turkey, for the purpose of securing through their territories the transit of telegraphic communication between England and India. They have had the wisdom to break through the policy which has hitherto governed them in telegraphic matters, and have agreed to allow this new line to be worked by a company, thus securing to it advantages which the other line has not got—namely, unity of administration and the appointment of English electricians at the stations. While other countries are doing so much for telegraphic communication with India, with which they have but little interest, our Government is doing nothing in any direction. Now that land lines have been established to India it will be difficult for private enterprise to carry out the Red Sea and India line on account of the cost, which will be about fourfold, mile for mile, as compared to the cost of the competing land lines.

As regards other schemes, the ANGLO-INDIAN Company, we are told, "remains in abeyance, awaiting a favour-"able opportunity for proceeding with its undertaking." The INDIA, CHINA, AND COLONIAL Company, started last year to construct a complete line of submarine cable from Falmouth, *via* Gibraltar and Egypt, has sunk out of sight altogether. In our last issue we noticed a new plan for a line to China and Japan, *via* Russia and the Amoor Valley, but this does not seem to rest on any reliable foundation. In the meantime the Galle line is now working better than it has done for many months, as far as rapidity is concerned, though messages are still carelessly handled, and we have seen many that are quite unintelligible. GRANT'S Kiachta line reopened for the season on the 18th, and arrangements have been made to ensure greatly increased efficiency.

JAPAN.

IN startling contrast to a late telegram from Japan, which announced that the new ports had been peaceably opened on the 1st of January, is a message received *via* San Francisco, New York, and Atlantic Cable, to this effect:—"Intelligence re-"ceived here (New York) from Japan, dated the 27th ult., an-"nounces that the Daimios have revolted, and made the MIKADO "prisoner. The SHIOGOON had fled to Osaka, where he was or-"ganising a force to attack the Daimios. The town of Hiogo and "two palaces at Jeddo had been burnt. The Foreign Ministers re-"fused to interfere." This is an enigma, though just sufficiently intelligible to be recognised as the embodiment of some very bad news. Which of the Daimios have revolted? Not all, for in that case the SHIOGOON would hardly attempt to "organise a force" to attack them. Besides, we thought there was no SHIOGOON—had not STOTSBASHI resigned? Was the statement false after all, or has he repented and sought again to resume his position, thus provoking the hostility of certain of the Daimios? Or, again, have these princes, still jealous of his power, and not content with his dethronement, conspired to procure his entire destruction? The town of Hiogo and two palaces at Yedo have been burnt—accidentally, or purposely? If the latter, by whom, and with what object? The Foreign Ministers have refused to interfere—who asked them? Never was telegram more perplexingly obscure, more utterly worthless as a vehicle of information. The publication of such news as this serves no purpose whatever, its only effect being to create uneasiness and apprehension; a fact which we respectfully commend to the attention of Mr. REUTER'S New York agent.

MR. BURLINGHAME AND THE U.S. MISSION TO CHINA.

FROM the United States we hear that the President has nominated Mr. ROSS BROWN to succeed Mr. BURLINGHAME as Minister at Peking; but the nomination is not yet confirmed by the Senate. The representatives from California strongly urged the appointment of a native of that State, owing to its ntimate connection and large trade with China. A writer in a New York paper exhibits in a new light the ambiguous position in which Mr. BURLINGHAME has placed himself, by pointing out the illegal nature of his appointment according to the United States Constitution, which says (Art. 1., sec. 9), "No "title of nobility shall be granted by the United States; and no "person holding any office of profit or trust under them shall, "without the consent of Congress, accept of any present, emolu-"ment, office, or title of any kind whatever, from any king, "prince, or foreign State." This indicates that Mr. BURLINGHAME must either have committed a flagrant violation of the laws of his own country, or have accepted office in the service of the Chinese Government conditionally on the approval of the President and Congress. The latter will probably prove to be the case; and as the selection made by Prince KUNG is considered in America to involve a high compliment to the United States, there will probably be no difficulty in getting a resolution passed, authorising Mr. BURLINGHAME to accept the office—and its emoluments. A New York correspondent, writing on the subject of the China Mission, says:—"The Senate will not "speedily confirm the nomination of J. ROSS BROWNE as "Minister to China. There is a mystery about Mr. BURLING-"HAME'S movements, concerning which the Senate desires an "explanation. Moreover, Mr. BROWNE is a man of no charac-"ter; he was probably set up by the PRESIDENT only to be "knocked down."

"ANTI-HUMBUG," in his letter on the Straits Settlements Budget, exposes some very weak points therein. For instance, the allowance of $6,000 as "travelling allowances for the Governor and Officers" is quite incomprehensible, when all the travelling they have to do—the occasional transit from one port to another—is done in a Government steamer. And this $6,000 too is within about $800 of the whole sum devoted to educational purposes! Here is something for the "Straits Settlements Association" to inquire into.

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THE SWISS CONSULATE-GENERAL IN JAPAN.

A PARAGRAPH in the letter of our Hamburg correspondent which appeared in our issue of the 26th of August last contained an erroneous statement regarding Mr. BRENNWALD, the Swiss Consul-General in Japan, which we are glad to have an opportunity of correcting. The paragraph in question, after adverting to the recent dispute at Yokohama regarding the ownership of a plot of land granted to the Swiss Consulate there, mentioned a report that the Swiss Government was displeased with Mr. BRENNWALD's conduct in the affair, that he had been recalled, and that Mr. SIBER would succeed him. We find, however, that our correspondent was entirely misinformed. Instead of incurring the displeasure of his Government, all Mr. BRENNWALD'S acts have met with unqualified approval; and Mr. SIBER has simply acted as his *locum tenens* during his absence in Europe for business purposes. The following is translated from an official communication to the Swiss *Bund*:—"The "Federal Council is convinced that the conduct of Consul-"General BRENNWALD has been in all respects blameless, and "therefore it could not possibly discredit the steps taken by him "in the matter; and this it has declared in several diplomatic "notes to the Prussian Government, whose intervention was called "in by DR. LINDAU (a Prussian subject). It is thus evident that the "Federal Council could have had no idea of recalling Mr. BRENN-"WALD, who is certainly in Europe at present, but upon leave of "absence granted to him at his own desire. During his absence "a substitute is necessary, and that this substitute is Mr. SIBER, "his friend and partner, proves sufficiently that the above "mentioned report is incorrect."

POSTAL CHANGES—INDIA, CHINA, AND JAPAN.

THE POSTMASTER-GENERAL has issued a notification to the effect that from the 1st of April next book packets and pattern parcels may be sent by post from any port in China or Japan to any other port in either of those countries, at the rate of 3d. for every four ounces; such packets not to exceed two feet in length, width, or depth. It is also announced that concurrently with the establishment of the weekly mail service to India, the postage on letters between this country and the East Indies (including Aden) and Ceylon, will be raised to ninepence her half-ounce when forwarded *via* Southampton, and thirteen-pence per half-ounce when sent *via* Marseilles, either by British or by French packet. This increased charge will take effect on the 1st March. Simultaneously with the increase of postage, the scale of progression for charging letters to and from the East Indies and Ceylon will be modified, by substituting for the existing scale a scale of weight having half an ounce as a unit throughout with the postage advancing by single rates as follows, viz.:—*via* Southampton, not exceeding ½ oz., 9d.; above ½ oz. and not exceeding 1 oz, 1s. 6d.; above 1 oz. and not exceeding 1½ oz., 2s. 3d.; above 1½ oz. and not exceeding 2 oz., 3s.; for every additional ½ oz., 9d.—*via* Marseilles (by British or French packet), not exceeding ½ oz., 1s. 1d.; above ½ oz. and not exceeding 1 oz., 2s. 2d.; above 1 oz. and not exceeding 1½ oz., 3s. 3d.; above 1½ oz. and not exceeding 2 oz., 4s. 4d.; for every additional ½ oz., 1s. 1d. This increase of postage will not affect the letters of officers of the army and navy serving in India and Ceylon; such letters will continue to enjoy the privilege of transmission at the reduced postage of sixpence the half ounce *via* Southampton, and tenpence the half ounce *via* Marseilles.

THE case of Mr. LANGDON DAVIES (late of the Hong Kong Mint) will be brought before the House of Commons, Mr. VANDERBYL having given notice to move for copies of correspondence relative to his resignation. We presume that in the present disorganised state of the Mint no successor to Mr. DAVIES will be appointed.

M. OUTREY, Consul-General of France in Egypt, has been appointed Minister Plenipotentiary in Japan, in room of M. LEON ROCHES, elevated to the rank of Minister, and placed *en disponibilité*. M. POUJADE, Consul-General of France at Turin, proceeds to Egypt in place of the first-named diplomatist.

THE steamers between Brindisi and Alexandria will in future start every Monday, and meet the P. and O. Company's steamers at the latter port. Homeward they will leave Alexandria, as before, a few hours after the arrival of the passengers and mails from India, China, &c.

WE understand that Sir HERCULES ROBINSON, the present Governor of Ceylon, and late Governor of Hong Kong, is expected in England on leave by an early mail.

THE CEYLON RAILWAY.

THE intelligence received by the last mail respecting the progress of the Ceylon Railway is highly satisfactory. We are told that the traffic receipts from September to December last year amounted to nearly £60,000, and that the estimated annual total would be £180,000, a sum largely in excess of former anticipations, and we must not lose sight of the fact that, for some time the traffic was interrupted, owing to the damage caused by an accident. Some slight shortcomings appear still to exist in the general management of the line, but there is no question that a genuine success has been achieved. The further extension of the line to Grampola will next occupy the attention of the Government. The permission of the SECRETARY of STATE is now the one thing required to enable the Government forthwith to commence operations. We may safely accept these facts as evidences that the introduction of a railway has been hailed as a boon by the colonists, and now that commerical affairs have recovered from the stagnation formerly so disastrously prevalent, it may be confidently predicted that the more rapid and certain transmission of produce from the interior will give an impetus to agricultural affairs productive of the most favourable results. We regret, however, to perceive that the Government persists in its intention to place the construction of the line under the control of the Board of Works. In a former article we strongly deprecated this course, and urged the necessity and prudence of taking a contract for the work in the customary manner. Amateur management has been proved by the *expose* in reference to the affairs of the Brighton Railway here in England to be bad enough, but the results of an attempt at amateur construction have to be shown. We trust that the Ceylon Government will yet reconsider its determination and refrain from saddling the already overburdened colony by attempting the construction of works, the ultimate cost of which it is utterly impossible to estimate.

THE STRAITS SETTLEMENTS BUDGET.

(To the Editor of the *London and China Telegraph.*)

SIR,—In the *London and China Telegraph* I see in the Straits Settlement budget the salary of the Registrar of the Supreme Court of Singapore put down at $11,400, whilst that of the Chief Justice is $12,918. This is surely a mistake, for what comparison does the one office bear to the other? The very idea is absurd—to give the Registrar of the Court in Singapore a greater salary than Sir D. Le Marchant, Bart., the clerk of the House of Commons, receives.

If, however, it be actually so, and "no mistake," then I am prepared to lay long odds that the name of the next incumbent will commence with an O.

Can you explain how the $6,000 "travelling allowances for the governor and officers of departments" is made up? Under another head we have the cost of the maintenance of Government steamers, which must include their trips to Penang with the Governor or the acting chief justice; so how are the $6,000 actually expended? The voyage to or from Penang is only a matter of some hours, therefore the table expenses of the "officers of departments" upon the voyage cannot be very great. Hotel charges in Penang and Singapore are moderate too, so it cannot go in that way. Can it be possible that the Governor charges the colony so much per mile for driving round the Esplanade every evening? If this $6,000 goes in chow chow and "pegs" the heads of departments must have capacious stomachs, as well as comprehensive minds.

Are these heads and stomachs too fragile to trust themselves as ordinary passengers in the P. and O. mail steamer? It might be *infra dig.* for the Governor to travel with a mail steamer, but the head of a department might perhaps do so without losing caste; if their business be urgent they had much better, in fact, take any steamer rather than a Government one. It appears to me, Mr. Editor, that this $6,000 travelling allowances is a rank job. $6,000 for travelling "extras" and $6,819 for education in Singapore! and then to add insult to injury comes "exclusive of petty charges for gharry hire."

Another wonderful item in this budget is this one, "$141 for wine for the Holy Communion and washing surplices." I presume this is for St. Andrew's Church. Now a surplice may, for washing purposes, be fairly compared to a shirt, and a hundred shirts cost to wash in Singapore $3. Therefore allowing the clergyman and the clerk 100 surplices per annum (the choir and the punkah wallahs don't wear any), there then remains $138, or $11.50 per month for the communion wine, representing at a fair price half a dozen bottles. Leaving it for those more nearly concerned to determine whether this is the actual quantity consumed, or, if not, how much each communicant costs the colony, I shall confine myself to asking why the public at large should be taxed to provide the congregation, which is the smallest in point of numbers, and the richest in point of wealth, in Singapore, with the necessary elements for their most sacred religious rite?

It is regretable that Singapore does not possess in its Legislative Assembly some member who has the courage to prefer the public welfare to the blandishments of the Governor, and it seems to be highly desirable that a Singapore Association be formed in order to put a check on the unlimited extravagance which seems to obtain in Singapore, in respect to the doings of the Governor and his heads of departments.—I am, Sir, your obedient servant,

ANTI-HUMBUG.

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HONG KONG FIRES.

(To the Editor of the *London and China Telegraph.*)

SIR,—In reference to the late disastrous conflagration in Hong Kong, I think that the proper remedy for the prevention of these oft-recurring calamities would be the appointment of an experienced and energetic Superintendent of Police. Although Sir R. G. MacDonnell has shown himself very able in dismissing his incompetent and corrupt subordinates, he has been singularly unfortunate in his appointments; and this is well illustrated by his appointment to the onerous position of Captain Superintendent of Police of a young gentleman scarcely out of his teens. I do not for a moment mean to imply that the present incumbent of the superintendency is not a deserving public servant, so far as his years and experience go, but as we have now had two enormous conflagrations during his term of office, it is quite clear that he is deficient in his mode of combating this ever-impending danger.

On the "resignation" of Superintendent Quin, it was generally acknowledged that the most suitable man to fill the vacant position was the Governor of Victoria Gaol, Mr. Douglas, who, to great personal energy unites an intimate knowledge of the native character—at least that portion of it that it is imperative for a chief constable to know, and, in addition, possessed experience (gained at home) as a fireman. To the surprise, however, of everyone, Governor MacDonnell appointed to the superintendency a young gentleman who had just emerged from his civil service cadetship. If Sir Richard were asked why he made such a hazardous appointment, he would probably reply that these cadets were sent out by the Home Government in order to fill public offices, and that, consequently, he was bound to either put them to work or let the colony keep them going about idle; but I submit that it would be much more profitable to even pay them to abstain from active employment than to suffer thus for their inexperience and incompetency. Whilst the system of recruiting the Civil Service of the colony by cadets sent out from home has undoubtedly certain advantages, it possesses this great disadvantage—that all talent not contained in this corps is of necessity lost to the public service of the colony. Besides it gives an undue power to the Governor; for if all his subordinates are to be cadets, the whims and caprice of their chief are likely to weigh more with the young aspirants than the material interests of the colony. This system might be compared to a fleet officered by one admiral and a number of passed midshipmen.

It is certainly wonderful that Sir H. Robinson and Mr. Mercer, who expended so much public money on the gaol on Stonecutters Island and the Mint, should not have invested a few thousand dollars in the purchase of some steam fire-engines. However, to look to the future; if Sir Richard will pass a building ordinance, compelling the Chinese to build a fire wall between each hong, purchase a fair number of steam fire-engines, and appoint a superintendent of police that knows how to work a fire brigade, we should not see a recurrence of these conflagrations. Let the insurance companies see to it.—Your obedient servant, CHANCERY LANE.

London, Feb. 17, 1868.

THE CEYLON AND STRAITS COMMAND.

(ARMY AND NAVY GAZETTE.)

The intricate and vexed question of military expenditure in Ceylon is at length settled. The transfer has been duly made from the colony to the Imperial Government, the colony paying a fixed contribution of £160 000 per annum. According to the despatches now before us, the fight between the different authorities has been a sharp one. The Duke of Buckingham, representing Her Majesty's Government, "concurs with the Commander of the Forces, Major-General Hodgson, that the European troops cannot be reduced to the extent recommended by the late commission," but the Colonial Government vehemently opposes the Secretary of State for the Colonies, who takes leave of the subject in a peculiarly curt and laconic despatch to the Governor. The principal combatants, however, have been Sir Hercules Robinson, the Governor of Ceylon, and Major-General Hodgson, the Commander of the Forces—the Governor contending for the pure local interests, the General for Imperial and military. The report of the Major-General addressed direct to his Royal Highness the Duke of Cambridge, is a very important document. It fills the greater part of the volume containing the despatches, and leaves no military point connected with Ceylon untouched. It has been printed and published in Ceylon, where it has created a profound sensation; and we understand that General Hodgson complains bitterly that a despatch, written with the utmost unreserve by a general officer to the Commander-in-Chief of the Army, should have been circulated among the community on whom he had commented severely. The consequence has been that he is held up as an enemy to Ceylon, and efforts are making to array the community against him. He is accused of having used all the ingenuity of "an Old Bailey practitioner to carry out military views, and to blind the authorities at home as to the character of the population, European and native." The *Ceylon Times*, in an article entitled "Major-General Hodgson Dissected," and written in a tone of ferocity and scurrility which, for the honour of our craft, we had hoped was exploded even in colonial society, speaks of the "singular and mysterious secrecy which surrounded the Major-General's despatch for eighteen months, and that it was only after eighteen months' iterated requests that the Government of Ceylon was able to obtain it, and be placed in a position to fight the battle of the colony against Pall Mall and Downing-street, and prevent the evil machinations of the General from telling severely on the colony." The *Ceylon Observer*, while admitting, that the General has proved himself "utterly indifferent to the offence he might give to Governor, civil officers, planters, merchants, or every editor in the place," declares that the officers "ought to feel indebted to their chief for the strong case he has made out for them, for the Army, and the soldiers in Ceylon generally." We hope soon to review General Hodgson's report *in extenso*, and show how military affairs are conducted and thwarted by civil agency in the important colony of Ceylon.

THE PROSPECTS OF REBELLION IN CHINA.

(PALL MALL GAZETTE.)

One source of pleasure connected with the study of Chinese matters is that it is not necessary to be in any hurry in forming a conclusion about them. Most other nations change so rapidly at present, or rather perhaps are supposed to change so rapidly (for there is a good deal of delusion extant on that subject), that it is necessary when writing about them to make a pretext of descanting on the last telegram, but as yet no such necessity exists in regard to China. That immobile country advances so slowly that it is of much more importance to understand the direction which it is taking than to dwell on the individual facts which may be conveyed by each mail. Indeed, any one who attached importance to the telegrams which come from China must have believed that the Imperial Government had been ruined and resuscitated several hundred times during the last few years; and even during the last six months the notices which have appeared of the Nienfei rebels must have been rather puzzling to those who judge of the Celestial Empire by the analogy of European nations. As the time is now close at hand when the Treaty of Tientsin will have to be revised, and when China consequently will be a little more interesting to us than it has been of late, it may not be amiss to point out the actual facts of its present position.

After Prince Kung's *coup d'etat* of 1861, and their unreserved acceptance of their new relationship with foreign nations, the Celestials entered upon a new and improved phase in their national history. This was further improved by the assistance which Sir Frederick Bruce, Admiral Hope, Captain Roderick Dew, R.N., Colonel Gordon, and other foreigners rendered in suppressing the Taiping rebellion. With the fall of Nanking in July, 1864, that rebellion was virtually ended, but there are still persons who suppose it to be yet in existence. For the benefit of these we may recall the facts relating to its last dying struggles. When Nanking was taken, Hung Sew-tsuen, the Taiping monarch, was found dead, having committed suicide; the Faithful King, the Shield King, and his other principal chiefs were executed by the Imperialists; the provinces of Kiangsoo and Chekiang were entirely restored to Imperialist rule; and at that time the Taipings had no footing elsewhere in China. Only a remnant of them who escaped from Nanking and other places went down through the sterile mountains which border on Chekiang, Kiangsi, and Fuhkien, under the leadership of two insignificant chiefs, the Kang Wang and the assistant king. Out of these mountains they emerged in 1865 and took the city of Changchow, near Amoy, in Fuhkien. A few foreigners, who had served either with or against them, joined them at this time, and Le, the attendant king, put forth a ridiculous proclamation, calling on foreign nations to join with him in partitioning China. But the Imperial Government brought down a few thousand troops who had been disciplined to the use of foreign arms at the Fung-yung Shan camp of instruction, which had been organised by Colonel Gordon before he left China, and quickly drove the Tai-pings back into the uninhabited mountains between the provinces of Quangtung, Fukian, and Kiangsi, where they probably perished miserably. At all events they have never been heard of since then, and China has been free from the curse which they brought.

The rebels of which we have heard since then have been the Nienfei, or marauders of the Yellow River. From the earliest historical times that stream has given a great deal of trouble, because a considerable portion of its bed being above the level of the surrounding country constant labour must be expended on its embankments, in order to prevent it from overflooding immense tracts of land. The troubles of the last 25 years in China have interfered with the proper embankment of the Yellow River, and the consequence is that large numbers of the people in the provinces which border upon it have been thrown into a state of destitution and so have formed themselves into bands of robbers who go about looting their more fortunate neighbours. These Nienfei, as they are called, have no political purpose in view, and no union among themselves, beyond what their common interests may dictate, but they have given a good deal of trouble in China during the last eight years, and the Imperial Government has never dealt with them in a sufficiently energetic manner. No means, so far as we are aware, have been employed to relieve the necessity from which they suffer, and they have been allowed to go on robbing until they collected into bands of a formidable size. But whenever they have gathered to a certain extent the Government has moved against them, and dispersed them by force. Hence the puzzling nature of the information which comes from China regarding these rebels. According to one mail they have gathered head and become formidable; according to the next, they have been defeated and dispersed. The last intelligence which we have represents them as having been almost put down, but in the next they may be represented as threatening Peking. The truth is that they are not politically of the slightest importance, but it is a matter of regret that the Imperial Government cannot deal with them in a more satisfactory manner. Tseng Kwo-fan, the generalissimo of the empire—a native Chinese who obtained his present high position by his success in putting down the Taiping rebellion—has abundant means at his command to restore to order all the districts in which the Nienfei appear, and his protege Li, the Governor-General of the Two Kiang, is an able military commander; but these two high mandarins are viewed with jealousy by the Tartar Court, and by a considerable portion of the bureaucracy of China. This jealousy prevents them from doing what they might do with their disciplined troops. Were they to push on matters so as to completely suppress the Nienfei, though that might be regarded as a very laudable effort in Europe, yet in China it would almost certainly appear to be a sacrilegious interference with district self-government, and a proof that they aspired to obtain supreme power.

The Mohammedan rebels in the North have given more trouble to the Chinese Government, though even they do not affect any more of the country than the provinces of Shensi and Kansuh. Some time ago we pointed out to our readers the exact state of matters between the Celestials and their Moslem subjects. Since then the only change which has taken place in the state of matters is that the territory in the north more properly Chinese has been more strictly defined from that which is Mohammedan. In Shensi, and a great part of Kansuh, the Imperial Government

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has obtained the upper hand, and put down the Mohammedan rebellion; at the same time it has lost its colonies in Ili, where the people are entirely Mohammedan, and where Chinese officers ruled only by invitation and sufferance. The immense mountains which separate Ili from China proper render it difficult and inexpedient for the Chinese to attempt to uphold their rule in the former district of country. If they can preserve Shensi from Mohammedan rebellion they are not likely to trouble themselves much about the wastes of Kansuh.

Thus we see that rebellion in China is at present at a very low ebb, and that the process of its subjugation has been going on steadily for several years. It being rather the weakness of the Government than any positive abuse of its power which gave rise to disorders in the country, restoration to a state of peace has necessarily been very slow. If the present vantage ground which the Government has obtained be held wisely, we may look for a restoration of China to that happy and productive state which obtained for it the title of the Great Flowery Land, and which filled the early European travellers with so much admiration; but there is a danger that the present period of repose may only produce new troubles by again fostering the growth of an inefficient and corrupt officialism.

Continental Intelligence.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, FEB. 28.

The late unfortunate case of the Hamburg emigrant ship *Leibnitz*, hence to New York, on board of which the cholera broke out and carried off 105 of the passengers, has made a deep impression in Germany, and is commented on with more or less acrimony by all the organs of the press. On the reopening of the German Parliament next month it will probably form the subject of Federal legislation. The chief alleged complaint against the owner of the vessel is that there was no surgeon on board, and the Berlin papers add, with more bitterness than veracity, that there were also no medicines on board; but this latter is disproved by the shipowner, who has published his defence, in which he gives a verified copy of the account paid by him to one of the first apothecaries of this city, with details of the medicines furnished by him to the above-named vessel for the voyage in question. With regard to the other part of the charge, there is no law in any continental State making it compulsory for emigrant ships to carry a surgeon; though each of the large passenger steamers belonging to the North German Lloyd at Bremen, and the Hamburg-American Steam Company of this city, is provided with a duly qualified medical man; but I may add that this is only a voluntary expense they put themselves to in their own interest, and to create greater confidence on the part of the public. It has long been a vexed question with the legislative bodies of the different German States whether or not emigrant ships should be compelled by law to carry surgeons; but as nothing has ever been decided the subject has hitherto remained unsettled, but will probably meet a speedy solution now that it is thus prominently brought into public notice. No one can deny that on the score of humanity it would be highly desirable to make it compulsory; but there are objections to be offered and difficulties in the way of a practical adjustment of the question. In the first place it would entail a considerable expense on the owners, which would compel them to raise their passage money, and thus drive the emigrants to embark in the ports of other competing countries where such compulsion does not exist. It must also not be lost sight of that with very few exceptions the German emigrant vessels are not exclusively confined to that branch of the trade, but are always open to a charter for a cargo of goods to some other distant country; and not only would it entail needless expense to have a surgeon permanently attached to each ship, but even in those few exceptional cases where vessels find regular employment in carrying out emigrants to Canada, Australia, and the United States, the cost of a surgeon would be doubled by having to feed and pay him for the return voyage when his services would not be required. Besides all this, there must alway be considerable difficulty in obtaining the number of surgeons required. Last year Bremen despatched 213 vessels with emigrants and Hamburg above 100; so that for those two ports more than 300 surgeons would be wanted. This is a large contingent even in a country where the profession is very numerously represented; and it must be conceded that it would require very tempting offers to induce a medical man worth having to give up a lucrative and steady practice at home and on dry ground in exchange for the discomforts, inconveniences, and want of room in an emigrant ship, and on an element to which he is unaccustomed, and for which, as a landsman, he may be supposed to have a decided aversion.

It has been proposed to offer a free passage to young surgeons who, having finished their studies in Germany, are desirous of emigrating, as a set-off for their taking medical charge of the ship during her voyage; but the objection to this is that the statistics of the last ten years show that the demand would be much greater than the supply, the average number during that period not being more than ten German medical emigrants annually. It is moreover urged with great show of reason that such medical men, never having previously been at sea, would be worse than useless during the voyage, and thus the object sought to be gained would be hopelessly lost.

A good many other proposals more or less plausible have been started to meet the difficulty, among which the most practical one seems to be that adopted with great success by the authorities at Bremen, and which has been in operation for some time. It is to make it obligatory on candidates for certificates of qualification as mates of vessels to pass an examination in surgery and medicine, by which the captain and chief mate of all Bremen vessels are fairly qualified in case of accidents of usual occurrence at sea, and perhaps equal to the emergency of such an exceptional case as that which has given rise to the present controversity in the German press.

But the subject appears to have caused quite as much excitement on the other side of the Atlantic as here, and at New York the Committee for the Protection of German Immigrants propose to pass a law to compel all vessels with more than 50 passengers to carry a surgeon. The most desirable thing would be to establish the principle by an international treaty between the Governments of all countries whence emigrants embark, by which the shipowners would all be placed on the same footing of equality, and would be able to raise their fares for passengers in the same proportion; though in the present state of the medical science, especially with reference to the vexed question of the origin and contagiousness of the cholera, it would still remain doubtful whether the presence of the most efficient medical man on board would have prevented, though of course it may have mitigated, the frightful ravages of the malady on board the *Leibnitz*.

On the 13th a meeting of shipowners and underwriters was held at the Exchange Rooms in this city, being convened by the provisional committee for the classification of ships for the purpose of forming a coalition with the Bureau Veritas, confirming the arrangement made with the latter, and the election of the local committee agreed to. In the above-mentioned arrangement it is stipulated that, with the consent and approbation of the Bureau Veritas, a central committee of Hamburg and Bremen shipowners, underwriters, and shipbuilders be formed, with full power and authority for the final settlement of all questions relating to the classifications of all German merchant vessels. The following firms were elected members of the committee:—Messrs. J. C. Godeffroy and Son, A. J. Hertz and Sons, William Oswald and Co., and A. J. Schon and Co.—all shipowners; and Mr. M. G. Amsinck and Mr. H. C. Stulcken, shipbuilders. By order of the Senate, the outlying ports and agricultural districts of the Hamburg territory, Bergedorf and Geesthaac, have been incorporated with the Zollverein. This arbitrary conduct appears to have given offence to the Burgerschaft, who in their sitting yesterday agreed to a resolution requesting the Senate to inform them by virtue of which article of the constitution they had taken such a step without the preliminary consent of the Burgerschaft. In the state of the markets there is no alteration to report. The *Peru* sailed yesterday for Shanghai, but by this morning's telegram from Cuxhaven had not then put to sea.

COMMERCIAL.

The reopening of the navigation with the North of Europe and the approach of spring have given rise to a greater degree of activity in our produce markets, and most articles are firm, with a tendency to a rise in value. Spelter is decidedly higher; and though the demand has been hitherto weak, nothing can be had under 13 marks 12 sch. Banco. No alteration in the money market.

SHIPPING.

ARRIVAL.—Louise, from Whampoa.

DEPARTURES.—Schulze-Delitsch, to Singapore; Juno, to Nicolayefsk.

The Benjamin Bangs has arrived at Bremerhaven from Saigon with 40,061 bags of rice, one half of which were sold forthwith.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, FEB. 28.

The elections are at last brought to an end, except in Haarlem, where on Tuesday next the last election must take place. The candidates are Mr. A. S. van Nierop (Liberal) and Mr. Koorders (Ministerialist). The result of the elections at Amsterdam and Groningen was very favourable to the Liberal party, Messrs. Heemskerk Bz and Geertseema having been duly elected. The Liberals having now a majority in the Second Chamber I need not say that the position of the Cabinet is most critical. On Tuesday next the sitting will be opened in the name of his Majesty by the Ministers of the Home and Financial Departments. I think a smart debate will at once ensue, which will lead to a proposal for a vote of want of confidence. Other rumours, however, tell us that no hostile position will be taken before the definitive Budget of Foreign Affairs is brought into discussion, it being impossible for the greatest number of the members of the Second Chamber to deal with that Budget after what happened before the Chamber was dissolved. At all events the Cabinet will be struck by a vote of want of confidence; but sooner or later the King again must decide between the alternative to dissolve the Chamber for the third time or a new Cabinet. Of course the Ministerialists are quite aware of what must happen; and a fraction of this party—the Orthodox—are very busy with the organisation of a general petitioning to the King in order to urge the necessity that the Second Chamber again must be dissolved. I think it would be very hazardous to grant this demand, which is brought forward in addresses most characteristically and biblically styled.

The anniversary of H.M. the King was celebrated on the 19th inst. As usual, marks of distinction were conferred upon persons of great merit. The whole nation was thus most surprised to find amongst the number of persons the actual Minister of the Colonial Department, Mr. Hasselman, on whom the knighthood of the Order of the Netherlands Lion was conferred. Now that it is matter of public notoriety that nothing justifies this mark of distinction, the rumour is generally believed that this Minister s on the eve of tendering his resignation. The riband should be the douceur for the few months that Mr. Hasselman held the portfolio of the Colonial Department. Mr. 's Jacob is named as his successor, formerly M.P., but who was at the last election defeated at Alkmaar and Amsterdam.

The subscription lists in behalf on the Papal army are closed now. The total amount is f.184,375.22½.

Mr. A. J. Bauduin is appointed Netherlands' Consul for Hiogo and Osaka.

COMMERCIAL.

COFFEE.—The result of the auction of the Trading Company, which was held on the 19th, and at which 129,636 b. were offered, was that white and yellow Preanger was paid at valuation, Demerary ½c. above valuation, Tjilatjap from ½c. to 1½c., but Malang was sold at 1c. to 3c. under valuation. For good ordinary yellowish greenish 35¾ to 36¾ was paid. Since the auction the market is very inactive. The transactions only include 650 b. Java, ex Nederland, at 41½c., and 1,050 b., ex Insulinde and Tweelingen, and 600 b., ex Nicot, at prices that did not transpire.

SUGAR (RAW.)—The market was very firm last week; holders, however, were not inclined to operate without an advance, so that the transactions were but very inconsiderable. Only 800 m. Tagal, No. 13, were sold, at 31¾f. The stock of raw sugar is 31,667,100 kilo., against 30,345,121 kilo. in 1867.

RICE.—The market remains in a firm state; 2,396 b. Rangoon were sold at 8¼f., and 445 b. do., inferior quality, at 7¼f. 2,840 b. Java, ex Susanne, were sold at prices that did not transpire; the valuation of the last parcel, however, was from 10f. to 13f.

SPICES.—Dull, and without alteration in prices.

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TEA.—On the 12th of March the Dutch Trading Company will sell by auction 9,718/4, 124/8, and 641/12 Java tea. The valuation is as follows:—

		Chests.	
Boey	487/4	—	c.50- 80
Congou Boey ...	420	—	60- 78
Congou	3,568	—	2/12	60-110
Kempoey ...	151	—	—	110 —
Souchon Boey ...	87	—	—	90-100
Souchon ...	1,668	—	184	75-110
Pecco Souchon...	1,551	—	46	110-160
Soepoey Pecco...	208	—	—	100-125
Pecco	771/4	—	1/12	100-190
Orange Pecco ...	36	—	176	80-110
Tonkay	307	—	4	50-110
Schin	166	—	3	50- 75
Hysant	177	—	6	80-150
Uxim	30	19/8	51	70-160
Joosjees G.B. ...	63	68	161	90-200
Joosjees F.B. ...	28	37	7	130-210

COTTON.—The market is very animated, and during the last week about 4,000 b. E. I. sorts were sold at high prices.

INDIGO.—There is still much demand for fine quality, but the stock being very unimportant only 50 ch. were sold.

VANILLA.—The 225 kilo. Bourbon offered on the 17th at auction were sold at 3¾f. to 8¼f. per half-kilo.

KAPOK.—The 514 b. imported, per Nicot, from Samarang, were sold at auction at 19 to 52c.

BANCA TIN.—The market is inanimate; there is want of buyers. The only transactions were 100 slabs at 52¾f., 1,300 at 52¼f., and 650 slabs Billiton at 51¼f. Besides these parcels were sold, to deliver from the forthcoming auction, 1,000 slabs Banca at 52¾f., and 500 do. at 53f.

MISCELLANEOUS.—Camphor: There was a very firm demand, and important transactions took place, especially for export. Cassia Vera: unaltered. Cubebs: In consequence of the low prices there is some demand. Gummi Capal: Of the 15,000 kilos offered in auction only 8,000 kilos were sold. Gummi Elasticum: The parcels ex Koerier and Tweelingen were sold at advanced prices. Rattans, with a good demand and at firm prices, were sold 8,422 b. 296 pic. ex Java, and 3,212 b. ex Aldebaran.

MONEY AND STOCK MARKET.—The markets for public stocks and shares were better in some respects, through increased purchases, but on the last days the prices were not altogether sustained. The principal speculative funds rallied somewhat, and the impression is that a further improvement will follow.

SHIPPING.

ARRIVALS.—At Texel, from Padang, Feb. 14, Pieter Adolf; at Zierikzee, from Batavia, 18, Johanna Christina; at Texel, from Batavia, 21, Anna Digna.

READY TO SAIL.—For Java, Aegidia and Pauline, Iduna, Hendrika, Noach I, Bilderdyk, Azia, Galilei, Waalstroom, Edouard and Marie, Jacoba Christina.

PASSENGERS OUTWARD.—For Java per Noach I.: Mr. J. F. Haas and family; Messrs. D. van der Swan, G. H. B. Halewyn; L. P. Luyks; H. J. van Beek; W. Lamping and L. R. A. Rycken, besides 150 soldiers.

PASSENGERS INWARD.—From Java, per Pieter Adolf: Mr. Moesman and family.

Monetary and Commercial.

The rapid rise in cotton—chiefly Indian and American sorts—together with the advanced rates for Manchester goods and the steady improvement in tea and silk, has imparted a more cheerful spirit in the City. The long-continued depression and quotations showing heavy losses have given way, and one hears now of 2d. and 3d. per pound profit on Indian cotton, and on China tea that has been properly bought. It is a matter of some anxiety how far the speculation in cotton may be carried, but in the meantime importers of Indian qualities which have cost say 5½d. have but one thing to do, viz., to sell at the current rate of 8¾d. The telegraph companies between this and Bombay, as also between this and New York, have had a golden time lately, and we hear of telegrams being sent to India with orders to buy and re-sales at a profit of 1d., while buyers of shirtings here at 9s. to 9s. 6d. are closing their purchases at 11s. in preference to shipping. To talk of such transactions in place of losses is felt to be an immense relief, although prudent men of business are not unmindful of the usual result on a sudden advance in prices of any staple. There is, however, good reason for assuming that we have turned the corner, and that 1868 will at least be marked by rises as well as falls, and that the net result will be better than the past few years.

The first dividend of 6s. 8d. has been distributed to the shareholders of the Western Insurance Company, now winding up. The Western had agencies in the Straits and China.

The liquidators of the China Steam Ship and Labuan Coal Company, Sir James Elphinstone and Mr. J. B. Gibbons (of the firm of Harding, Whinney and Gibbons), have issued a circular to the shareholders, informing them that an offer of £7,500 had been received and declined, and that the Court had decided that tenders could be received for the whole estate, including the machinery, plant, and property of the company at Labuan The liquidators point out that it is still practicable for the shareholders to avail of this opportunity to form a new company, and avoid the sacrifice of the whole of their property. It is, therefore, entirely in their hands, the liquidators having done everything in their power to mitigate the consequences of the Messrs. Lairds' petition for a complete winding up. The following is from the report of Sir James Elphinstone:—

"From the financial statement that was prepared and filed in the Court of Chancery in the autumn of 1867, it appeared that the assets of the company were more than sufficient to pay every liability without a sale of the mines and plant; but as the Court of Chancery ordered a sale, it could not be put off without the assent of the creditors and shareholders.

"I think it right, therefore, to inform you personally that the inevitable result will be that the property will be sacrificed, and must be sold for whatever it will fetch, in order to finally liquidate the affairs of the company, unless some of you, who are willing to give the time and take the trouble, think it worth your while to canvass the large body of shareholders with the hope of forming some new association for buying the property, and reaping the reward of the many years' labour and the very considerable outlay on the part of those who have hitherto had confidence in these mines."

A further dividend of 2s. 6d. has been authorised by the Court to be paid to the creditors of the Commercial Bank Corporation of India and the East, the funds for which are in the hands of the liquidator. The distribution of this cannot, however, take place at present, as a section of the new shareholders are contesting their liability on certain claims, which they hold apply only to the old bank before its reconstruction. The decision of the Lords Justices must therefore be obtained.

The directors of the Agra Bank (Limited) have declared a dividend at the rate of seven per cent. per annum, free of income-tax, for the year ended 31st December, 1867, on the new capital or A shares of the bank. That portion of the bank's capital which is represented by B or "reserved" shares will not (in accordance with the articles of association) participate in the payment of dividend until after the present year.

The biddings for £200,000 in bills on India were held on the 19th at the Bank of England. The amounts allotted were—to Calcutta £186,000, and to Madras, £14,000. The *minimum* price was fixed as before, at 1s. 10¼d. on Calcutta and Madras. Tenders at 1s. 10⅛d. on those Presidencies will receive about 33 per cent., and all above will be allotted in full. No tenders on Bombay were invited. Telegrams have been received from India announcing a rise to 1s. 11¼d., and as buyers were very firm a further advance in rates is expected. This in turn will influence the China Exchanges.

Messrs. W. H. Smith, Barry, and Co., in the East India trade, have suspended. The liabilities are about £60,000, and the assets in England £15,000, and a balance is due by the Calcutta house to the London house of £45,000.

Mr. E. J. Leveson has retired from the firm of Remè, Leveson, and Co. The business will be carried on in future by Messrs. G. Adolph Remè and G. Hermann Remè, under the style of Remè Brothers.

Mr. Thomas Hanbury retired from the firm of Bower, Hanbury, and Co. on the 31st December last.

We understand that advices have been received by this mail announcing the settlement of the salvage claim on the *Maggie Leslie*, and that the vessel would leave for London.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton on the 20th inst., was—in gold to Alexandria, £7,000; to Galle, £500; in silver to Hong Kong, £240; to Yokohama, £200; total gold, £7,500; silver, £440.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Feb. 27.
£10	Agra Bank, A shares	All	10⅜ to 11¼
10	Do. B do.	—	8 to 9
25	Bank of Egypt	All	33 to 35 x.d.
20	Chartered Bank Ind., Aust., & China	All	17¼ to 18
25	Chartered Merc. of India and China	All	28¼ to 29⅜
20	City Bank	10	11¼ to 12⅜
28¼	Hong Kong & Shanghai Bank	All	1½ to 1⅝ pm.
28⅛	Do. Do. New Do.	5⅝	⅜ to ½ pm.
50	London and County	20	52 to 53
50	London Joint Stock	15	33 to 35
100	London and Westminster	20	67 to 69
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	34 to 35
	MISCELLANEOUS.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	110 to 112
—	Do. Do 1872	100	105 to 107
—	Do. Do. 1882 3	100	112 to 113
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	3 to 2 dis
10	Credit Foncier & Mobilier of England	All	2⅝ to 3⅛ dis.
20	Egyptian Com. & Trading Company	6	5 to 4 dis.
10	General Credit & Discount Company	7½	3 to 2¼
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2¼ to 1⅝ dis.
50	P. and O. Steam Company	All	58 to 60
50	Do. Do. 1867	5	1 to 1¼ pm.
10	Upper Assam Tea	All	4 to 5
100	West India Steam Company	60	66 to 68

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ARTICLES OF IMPORT.

TEA.

Our market during the past fortnight has been very firm, and a considerable amount of business has been done, and which would have been larger but for the firmness of importers, who have refused offers in very many instances, hoping for better prices. In common teas there has been a further rise, whilst fine to finest Moning and Wopack kinds of Congou have been taken freely at advanced rates. Congous: Siftings have sold readily. The Moning kinds are becoming scarce, and have sold at full prices. The fresh supplies of Kaisow have also sold rather higher. Broken-leaf remains very firm at the late advance. Fair to good common have been sold to some extent at from 1s. 1½d. to 1s. 1¾d. per lb., being ½d. to 1d. per lb. higher. Fair to good flavory kinds have sold at slightly better prices. Good to fine Kaisows show no material change, the inquiry being moderate. Pak Lings remain much as before. Common to fair black-leaf kinds have been saleable at fully former prices. Fair to good medium kinds have sold at an advance of 1d. per lb. Fine to finest show a rise of fully 2d. per lb. Fair to good Oolongs still remain difficult of sale at about former prices; fine to finest have been saleable at full prices. Common to good qualities of Souchong have been taken at full prices; in the fine to finest kinds transactions continue limited. Flowery Pekoes have been sold at full prices to a limited extent. Scented Capers: The Canton kinds remain very firm at fully previous prices. Foochow kinds show no improvement. Scented Orange Pekoes: Canton kinds have been rather more saleable, and prices have ruled rather higher. The Foochow kinds remain much as last advised. In uncoloured Japans there is nothing of interest to report. Green Teas: There has been a fair business doing in these, at fully previous prices for nearly all kinds. Moyunes are in demand, and really fine qualities would sell readily. In Canton Gunpowders sales have been made of fair common at public sale at about 1s. 3d. per lb.

The sales of China tea on the 18th inst. comprised 9,462 packages, of which 6,730 packages were sold, all without reserve. There was a fair assortment of Greens out of recent arrivals, but many were sold beforehand or withdrawn. About 1,000 packages, ex Wild Deer, were sold "with all faults and without reserve," and the prices obtained indicate pretty fairly the present state of the market for fine Green teas. Fine Gunpowders realised 3s. 2½d. to 3s. 6½d. per lb.; medium, 2s. 3½d. to 2s. 9½d. per lb.; Imperial, 1s. 10½d. to 2s. 0½d. per lb.; Young Hyson, 1s. 10d. to 2s. 4d. per lb. Some common Gunpowders, ex Hyacinth, sold at 1s. 2¾d. to 1s. 4½d. per lb.

The quantity expected from China for the season is 118,000,000 to 120,000,000 lbs. The deliveries are still at about 12,000,000 per month, but there is a distinct intention to keep no more than three months' stock. The quantity afloat at present is as follows:—

	lbs.		lbs.
Maggie Leslie (at Batavia)	629,900	Corea	669,200
Hong Kong	260,300	Auburn	423,499
Conrad	294,506	Lauderdale	1,161,044
Allendale	591,201	Tybernia	1,149,732
Ettie	803,678	Ailsa Craig	640,100
Cleveland	555,124	Newcastle	620,520
Belle	341,436	Shelbourne	470,728
Oscar Vidal	193,000	Elizabeth Nicholson ..	1,243,720
Finzel	593,708	Southern Cross	679,448
Ethiopian	1,107,876	Vigil	707,076
Laurel	872,616	Cingala	1,095,968
Hotspur...	719,152	Emperor	498,883
Zodiac	524,749	Tamerlane	997,493
S. H. Schwonsen ...	442,300	Dundonald	751,910
Minnie	390,251	Patna	429,324
Island Queen	626,500		
Elmstone	1,028,890	Total	lbs. 22,603,220
John Lidgett	1,028,003		

The following is a specimen of the statements put forth with a view of alarming the trade into giving higher rates and buying largely:—"The latest accounts from China are unanimous in affirming that, in consequence of the lowness of prices ruling, so little of the present season's yield has been prepared for export, that the total remaining and which can be shipped between January and May is 11 to 15 million lbs., to meet our requirements of 12 to 13 millions per month, or 60 to 65 millions for the five months. The overland supplies from China to Russia are also greatly deficient; Germany and Holland have diminished shipments; and to France the direct imports are a mere bagatelle. The latter countries may be expected to follow the example of Russia, which is fast draining off our stock of common tea. Under these circumstances it is impossible to foresee to what limits stocks may be reduced before the new crop arrives. The trade are making many unsuccessful attempts to depress prices and get into stock, failing in which, although compelled to acknowledge a rise, they quote and offer in small quantities common Congou at 1s. 2d., but attempts to purchase any but the most inferior parcels at that price are mostly ineffectual."

The following from a contemporary gives a correct view of the duty, &c.:—The feeling that an increased duty will be placed upon tea when the next budget is brought forward is growing strong. It is impossible at so early a date to conjecture with any degree of safety, but we are inclined to think that Mr. Disraeli would prefer some better means of meeting the expenses of the Abyssinian war than by arresting the progress of such an important branch of commerce. Besides, we believe that the policy of recent Governments has been to remove as much as possible the burdens of taxation from articles of universal consumption. Left in its present condition, without any legislative check, the tea trade must no doubt develop itself to a greater limit than has ever been experienced."

SILK.—The improvement noticed in our last has continued. In China silk some large forced sales from second hands at tempting prices first attracted the attention of Continental buyers, and led to a general demand, which most importers were willing to meet. Japan silk has been eagerly bought both from first and second hands at improved quotations, especially for the better qualities. The deliveries indicate some increase in the consumption of Asiatic silk, but scarcely justify the large business of the past fortnight, which, as is usually the case in such "spurts," has been mostly of a speculative nature. Deliveries from 1st to 24th inclusive: China, 2,690 bales; Japan, 476; total, 3,166. Good No. 4 Tsatlees have fetched 22s. 6d.; Red Peacock, 23s. 6d.; Maibash No. 2 to 4 has fetched 29s. to 32s. The public sales of 5,940 bales India, China, and Japan sorts were held on 19th and 20th. The attendance has been hardly up to the average, though slightly varied on account of an unusually large parcel of thrown silk being offered for positive sale. The biddings were chiefly confined to those lots moderately taxed or to be sold "without reserve," also to the throwns, which were all sold.

	s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	28	0	to	30	0
,, No. 3	26	0	to	27	6
,, Hangchow	20	0	to	22	0
Yuenfa and Hamin, No. 1 & 2	23	0	to	26	0
,, ,, No. 3	22	0	to	22	6
Taysaam, No. 1 & 2	21	6	to	24	6
,, No. 3	20	0	to	21	0
Long Reel	17	0	to	21	0
Skeins	18	0	to	18	6
Canton	15	0	to	20	0
JAPAN:—Mibush & Sinchew, No. 1 & 2	32	0	to	35	0
No. 3	31	0	to	32	0
Ida, Bricks, No. 1 & 2	26	0	to	30	0
No. 3	22	0	to	24	0
Sodai, No. 1 & 2	25	0	to	29	0
No. 3	23	0	to	24	0

STATE OF THE WAREHOUSES.

	Imports Warehoused. from 1st to 20th Feb. 1868.		Deliveries. from 1st to 20th Feb. 1868.		Stock, Sold and Unsold. on 20th Feb. 1868.
Bengal.....	183 Bales	...	493 Bales	...	5,038 Bales.
China	1,077 ,,	...	1,655 ,,	...	17,507 ,,
Canton.....	481 ,,	...	263 ,,	...	3,311 ,,
Chinese Thrown	50 ,,	...	55 ,,	...	121 ,,
Japan	700 ,,	...	370 ,,	...	3,179 ,,
	2,491 Bales		2,835 Bales		29,156 Bales.

COTTON.—In the London market the week ended 22nd inst. was one of extraordinary activity. The demand, which at the period of our last report was quiet, became extremely brisk, and prices continued to advance until business was done at higher rates both for sales on the spot and "to arrive," than have been previously paid this year. Surats and Madras were 1⅛d. and other descriptions 1d. higher than our last quotations. The market remained steady at the advanced rates until the 24th inst., when the inquiry slackened to a considerable extent, and prices generally receded from ¼d. to ⅜d. per lb. The sales since our last report have been 8,680 bales on the spot, and 7,800 "to arrive." In the Liverpool market, the demand was extremely active up to the 21st inst., and a corresponding advance to that in the London market was established. Since that date there has been a dull market, and prices have fallen ¼d. per lb. for sales on the spot and ½d. in transactions for arrival. The quotations on the spot are:—American, 9¼d. to 10d.; Egyptian 10¾d. to 15d.; Surat, 7¼d. to 9¼d.; Madras, 7⅞d. to 8¼d.; Bengal, 7¼d. to 8d.; and China, 8d. For sales "to arrive" the following quotations are current:—American, basis of middling.—From Charleston, 9⅛d.; Savannah, 9⅛d. (good ordinary, 8⅜d.); Mobile, 9¼d.; New Orleans, 9½d. Oomrawuttee.—Fair new merchants, January sailing, 7¾d.; March to April shipment, 7½d.

COFFEE.—The quantity offered in public sale has been very light, but the result of the Dutch sale on the 19th inst. has tended still further to increase the depression that has now so long existed, especially for pale kinds. Good Native Ceylon has been realised in auction at a reduction of fully 2s. per cwt. on the rates ruling a month since, while for doubtful quality there are no buyers even at a greater decline. Coloury Plantation Ceylon is steady, and besides the public sales about 250 casks out of parcels recently withdrawn from auction have been sold by private contract. Of Singapore, 500 bags at auction realised 71s. to 72s. 6d. for bright yellow Bonthyne, 68s. 6d. for Brown, 55s. for Bugis, and 33s. for unpicked Bally. The quotations for Plantation Ceylon are:—Triage and ordinary, 40s. to 58s.; fine fine ordinary small, 64s. 6d.; middling, 72s. to 73s. 6d.; bold, 79s. 6d. to 84s.; and peaberry, 84s. For Native Ceylon fine ordinary has realised 53s. to 54s. 6d.; good ordinary, 50s. 6d. to 52s.; small, 44s. to 47s.; fine bold 60s. 6d.; peaberry, 66s. 6d.; and garblings 22s. 6d. to 23s. 6d. The Dutch Trading Company's sale, consisting of 129,600 bags Java, went at 1 to 2 cents below the valuations for all except the prime qualities, which were supported, showing on the average a decline of about 2 cents since November last. The next sale, which is to take place about the middle of March, is not expected to exceed 95,000 bags.

COCOA-NUT OIL.—There has been a most restricted trade with a further reduction in rates for Ceylon of 10s. to 20s. on our last quotations. About 160 casks Ceylon have been taken at the sales.

CUTCH.—There is a limited business doing in Pegu at 55s. per cwt.

GALLS.—An improved demand for China and Japan has been exhibited at advanced prices. A good business has transpired at 56s. per cwt. for China, and 52s. 6d. for Japan.

GUMS.—Benjamin: Generally cheaper; auctions have embraced 14 cases Siam, sold at £10 to £10 10s. for middling dark; and 91 cases Sumatra, mostly sold at £9 10s. to £9 15s. for fine 2nd quality; £7 7s. 6d. to £7 10s. false packed; £5 15s. fair 3rds; and £2 5s. to £2 10s. 4ths. Copal: Firm, and in demand; 468 cases sold at auction at 28s. 6d. to 38s. per cwt. for ordinary rough to good hard, and 20s. to 28s. 6d. ordinary to good soft.

INDIA RUBBER.—Of 164 baskets Singapore offered at the sales one-fourth sold 1s. 7¾d. to 1s. 8d. per lb., and by private contract business has been done at the same terms.

JAPAN WAX.—The quotation for good saucers is 108s. per cwt., but there is no supply, although the demand is extremely pressing.

MANILA HEMP.—The dulness noticed in our last has continued without relief, and prices are again lower. Of 1,856 bales offered at auction, about one third sold at £48 to £49 per ton for fine roping, and £40 15s. to £43 for ordinary. In addition 200 bales "Albay" Manila realised £48 per ton.

PEPPER.—The auctions of black were again important, amounting to 4,590 bags Penang, which were all taken at rather better prices, grey to fair West Coast 3¾d. to 3¼d., a few extra good 3¼d. to 3⅜d. The private sales are about 600 bags, Penang at 3⅜d., Singapore 3⅜d. to 3½d. White.—231 bags fair Singapore at public sale brought 5¼d. to 5⅜d., and 71 bags good Penang 5¼d., one lot 5⅜d.

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PLUMBAGO.—Prices are slightly higher, and 209 barrels Ceylon at auction realised 33s. 6d. to 38s. per cwt. for good to fine lump, 25s. 6d. to 28s. for chips, and 11s. to 16s. for dust.

RICE.—The market has had a firmer appearance, and common qualities have met a more ready sale, fully recovering the decline quoted in our last. On the spot privately about 7,000 bags Bengal have been sold, chiefly ordinary to fair old Ballam at 9s. 8d. to 9s. 10½d., a few Moonghy at 11s. 3d., also 1,000 bags Ballam just arrived at 10s. 3d. ex ship, and 800 bags at 10s. 7½d. landed. At public sale 49,688 bags Saigon were held firmly and principally bought in, but greater part afterwards placed, fair to good at 10s. 9d. to 11s. 3d.; 2,032 bags Ballam sold at 9s. 9d. to 10s.; 682 bags White were withdrawn at 15s. A cargo of Saigon, consisting of 1,070 tons was reported sold, but the terms were not published, and cargoes consisting of 2,400 tons Siam, to arrive, sold at 10s. 6d. ex ship, or 11s. landed without guarantee, and 800 tons Rangoon (spring shipment), sold at 11s. 9d. for the Continent.

SPICES.—Cinnamon: We quote 1st sort at 1s. 11d. to 2s. 6d. per lb.; 2nd, 1s. 5d. to 2s. 5d.; 3rd, 1s. 4d. to 2s. 1d.; and 4th and Jungle, 1s. 2d. to 1s. 8d.; 294 bales sold at auction at rather improved prices. Mace: Dearer; of 21 cases Penang, 7 cases Singapore, and 2 cases Batavia at auction, two-thirds sold at 2s. 10d. to 3s. 8d. per lb. for middling to good palish, and 1s. 3d. to 2s. 5d. very low red to good bright reddish. Nutmegs: Rather higher; and of 47 cases Penang, 11 cases Singapore, and 10 cases Batavia at auction, the greater portion sold at 2s. 6d. to 4s. 4d. per lb. for middling medium and bold to fine bold, and 1s. 3d. to 2s. 1d. ordinary small to good medium.

SUGAR.—Both Clayed and Muscovado Manila have been in request, the value has gradually improved, and is now 1s. per cwt. higher than a week since, but holders are not free sellers even at this advance. In public sale 27,000 bags clayed were taken duty 8s. at 28s. 6d. to 29s., and duty 9s. 7d. at 29s. 3d. to 29s. 9d., and 12,000 bags Muscovade at 25s. 9d. to 26s. per cwt. Private returns make the imports of raw sugar into the four chief ports of the United Kingdom, to the 15th of February, 49,780 tons, against 44,880 tons in 1867. The clearances for home consumption 55,160 tons, against 71,040 tons, and the stock at that date 119,550 tons, against 151,710 tons.

SAPANWOOD.—In strong demand, and dearer; moderate business done privately, chiefly in Siam, up to £15 10s. per ton; 14½ tons Ceylon at auction sold at £13 10s. to £14 per ton, and 10 tons Manilla very mixed at £12 to £12 12s. 6d.

TIN.—An advance of 20s. per ton for Straits which was established subsequently to our last report has since been lost, but a fair business has been done, and the demand is still moderately active. Quotations are—Banca £91 to £91 10s., Straits £89 to 89 10s. per ton.

ARTICLES OF EXPORT.

The latest London quotations are as follows:—

IRON.—Welsh bars, £6 5s. to £6 10s.; Staffordshire bars, £7 5s. to £7 15s.; nail rods, £7 5s. to £7 10s.; hoops, £8 7s. 6d. to £9; sheets, £9 10s. to £10; discount 2½ per cent.

COPPER.—Ore, 14s. 8d. per unit net; Spanish cake, £71 to £78 per ton; Australian, £79 to £87; English tough, £75 to £77; best selected, £76 to £79; sheet sheathing, &c., £79 to £81; discount 3 per cent.

YELLOW METAL.—Sheets, 4 feet by four, 6¾d. per lb.; sheathing and rods, 6½d. to 7d.; discount 3 per cent.

LEAD.—Pig, W.B., £21 5s. per ton; do., other brands, £19 5s. to £19 15s.; Spanish, soft (ex ship), £19; sheet, £20 5s. to £20 15s.; shot (kegs extra) £22 10s. to £22 15s.; white do., £27 to £30; red do., £20 15s. to £21; discount 2½ per cent.

SPELTER.—Silesian, £20 5s.; English (smelted from ores), £19 15s. to £20 net.

QUICKSILVER.—In bottles of 75 lbs. each, £6 17s. per bottle; discount 3 per cent.

ZINC.—English sheet, £26 to £26 10s. per ton; discount 2½ per cent.

The following is from the circular of Messrs. French and Smith:—

In the Iron Trade there is no improvement, prices remain unchanged.

COPPER.—There is a small improvement in this metal. For English the price is firmer. Chili also is a little dearer. In Australian there is no improvement in prices obtainable. Burra is quoted £83, Wallaroo £79, Kapunda £87.

TIN PLATES are in good demand, but the large production prevents any but a trifling advance in prices at present.

LEAD is much in demand, and has improved during the past week quite 5s. per ton.

SPELTER is rather firmer.

MANCHESTER MARKETS.

Mr. Sam Mendel's circular of Tuesday says:—"During the latter part of the week just closed this market assumed a quieter and somewhat irregular tone. This morning the depression had increased, but since noon there is a better feeling, with transactions on a free scale, chiefly re-sales at about 5 per cent. below producers' prices; and on these terms such lots are rather pressed forward. The general tone of the market both for yarns and goods is fairly steady, and at the close of business the feeling is rather inclined to firmness." Quotations are:—Grey Shirtings, 7 lbs., 8s. 9d. to 9s. 6d.; 8¼ lbs., 10s. 9d. to 11s.; Cotton Yarn, Nos. 16-24, 13½d. to 14½d.; Nos. 28-32, 14½d. to 17d.; Maddapollams, 8s. 10½d.; Long Cloths, 9s. 9d.; T-Cloths, 6s. 6d.; White Spot Shirtings, 11s. 8d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
—	Sliedrecht	Borchers	Batavia, for Amstrdm.	Off Dungeness.
—	Margaretha Simonetta	Hoffman	Do. do.	Do.
Feb. 14	Beau Monde	Linkskill	Bassein	London.
— 6	Jacoba Cornelia	Jansen	Batavia	Texel.
— 1	Antagonist	Peart	Rangoon, for Falmth.	Port Louis.
— 9	Rachel	—	Colombo	London.

ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From	At
Feb. 9	Nearchus	Forster	Rangoon for Brmrhvn	Falmouth.
Jan. 27	Marie Heydorne II	Traulsen	Canton	New York.
Feb 8	6 Gezusters	Ritsebert	Batavia	Bremen.
— 7	Susanne	Vonck	Do.	Brouwershaven
— 10	Koerier	Carst	Do.	Texel.
— 12	Amazone	Hay	Foochow	London.
— 13	La Plata	Gibb	Penang	Do.
— 11	Europa	Lupcke	Batavia	Texel.
— 9	Prime	Gouyon	Java	Havre.
—	Tamatave	Bernard	Macao	Havana.
— 4	Amicus	Olsend	Shanghai	New York.
— 15	Northfleet	Symmington	Saigon	Falmouth.
Feb. 14	Pieter Adolf	Jaski	Padang	Texel.
Jan 2	Claire	Robert	Macao	Havana.
Feb. 17	Polmaise	Butler	Shanghai, &c.	London.
— 17	Veronica	Brown	Canton	Liverpool.
Jan. 29	Wachusett, U.S. st.	—	Hong Kong, &c.	New York.
Feb. 18	Naomi	Jenkins	Foochow	London.
— 18	Weymouth	Harris	Shanghai	Do.
— 17	Louise	Hansen	Canton, for Hamburg.	Falmouth.
— 18	Kelso	Barnett	Macao, &c.	Deal.
— 17	Madura	Steffens	Hong Kong	Off Falmouth.
— 5	Jeanie	Dunham	Do.	New York.
— 5	Caractacus	Murray	Yokohama	Do.
— 18	Albuera	Levack	Shanghai	Deal.
— 18	Gladiateur	Le Couteur	Manila	Falmouth.
— 20	Carl Wilhelm	Matzen	Ngski., via H.K. & Sing.	London.
— 20	Canadian	Russell	Foochow	Do.
— 7	Samuel Russell	Lucas	Do.	New York.
— 18	Johanna Christina	Le Clercq	Batavia	Zierikzee.
— 21	Juanpore	Phillips	Shanghai	Deal.
— 22	Chetah	Reid	Macao	London.
— 22	Wm. Wilson	Milburn	Colombo	Do.
— 24	Dartmouth	Elsden	Shanghai	Do.
— 22	Jan van Galen	Braat	Batavia, for Rottrdm.	Off St. Alban's.
— 12	Caller Ou	Joass	Foochow	New York.
— 12	Asa Eldridge	Kelly	Manila	Do.
— 12	Joachim Christian	—	Amoy	Off Do.
— 21	Anna Digna	Lucas	Batavia	Texel.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 6	Coral Nymph	Winchester	Shanghai	London.
— 6	Ilmari	Niska	Do.	Penarth.
— 7	Ocean Empress	Macdonald	Do.	Liverpool.
— 8	Annie Scott	Sueur	Galle	Do.
— 8	Challenge	Westlake	Shanghai	Do.
— 8	Betty	Chevalier	Batavia, &c.	Shields.
— 8	Granite City	—	Singapore	Do.
— 8	Dacre	Groundwaite	Galle	Sunderland.
— 5	Pres. v. Ryckevorsel	—	Java	Shields.
— 8	Dina (Dutch ship)	—	Do.	Portland.
— 7	Brave	Lucas	Cardiff and Japan	Jersey.
— 8	Everhard	Klemcke	Hong Kong	Penarth Dock
— 8	Capiolani	Upton	Shanghai	Liverpool.
— 6	L. J. Enthoven	Koens	Batavia	Shields.
— 8	Fenella	—	Do.	Do.
— 8	Dunmail	Thompson	Hong Kong	Downs.
— 9	Unison	Petersen	Galle	Newport.
— 8	Carmencita	Acordagoecoechea	Manila	Liverpool.
— 12	Sarah Scott	Riches	Cardiff and Yokohama	London.
—	Silesia	Olsen	Galle	Liverpool.
— 13	Maiden Queen	Ray	Hong Kong	London.
— 12	Henry Grenfell	—	Singapore	Swansea.
— 12	Achilles (s.s.)	Russell	Singap., China, &c.	Liverpool.
— 12	Lloyd's	Robinson	Galle	Do.
— 14	Benvenue	Brown	Penang	London.
— 14	Old England	Balman	N'port & Trincomalee	Do.
— 14	Dreadnought	Cabot	Cardiff and Galle	Do.
— 12	Golden Empire	Milroy	Hong Kong	Falmouth *
— 13	Peter Rickmers	Meyer	Do.	Cardiff.
Feb. 14	Wynaud	Smith	Colombo	London.
— 17	Seawfell	Thomson	Hong Kong	Do.
— 15	Madura	Parlett	Galle	Liverpool.
— 16	Victoria	Larinaga	Manila	Do.
— 5	Reine des Anges	—	Saigon	Toulon.
—	Frederik	Tutein	Bankok	Newcastle.
— 12	Blue Jacket	Lusby	Cardiff and Hg. Kong	Jersey.
— 16	Chalgrove	Owen	Galle	Cardiff.
— 19	Grasmere	Stockman	Yokohama	London.
Dec. 30	Quatre Bras	Westerfeldt	Batavia	Buenos Ayres.
— 30	Wildeman	Driest	Do.	Do.
Jan. 11	Agnes	Williams	Singapore	Rio de Janeiro.
Feb. 20	Fusi Yama	Burup	Hong Kong	London.
— 13	Galatea	—	Singapore	Shields.
— 20	Jeverland	Fesenfeldt	Do.	Cardiff.
—	Helen Black	—	Nagasaki	Aberdeen.
— 20	Gebroeders Beck	Adrinhi	Singapore	Penarth
— 24	Wild Deer	Smith	Shanghai	London.

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Gaucho. For Yokohama and Nagasaki: Isles of the South, Queen of the Age. For Tientsin and Chefoo: Cymbeline. For Shanghai: Douglas Castle, Pegasus, Hindostan, Georges, Prudhoe, Medina, Juanpore. For Hong Kong and Foochow: Havelock. For Hong Kong: Jubilee, Ironside, Invincible. For Batavia and Sourabaya: Ragna. For Singapore: Meridian, Dewa Gungadhur, Hyacinth, La Plata. For Penang: Lord Nelson. For Colombo: Silver Cloud. For Colombo and Trincomalee: Boldon Lawn.

At LIVERPOOL.—For Yokohama: Grenadier, Goodell. For Shanghai: Janet Ferguson, Charger. For Hong Kong and Canton: Bella, Parejero. For Hong Kong: Bunker Hill, Veronica. For Singapore: Iron Queen. For Manila: Trinidad. For Ceylon: Queen of the Sea.

At GLASGOW.—For Manila and Yloilo: Juliana. For Singapore: Lochleven Castle. For Batavia and Sourabaya: County of Stirling.

SPOKEN.

CARMELINE (Fr. s.), Macao to Havana, Dec. 7, 11 S., 102 E.
PASSENGER (ship), for Japan, Nov. 26, 42 S., 101 E.
SUSAN (bq.), London (?) to Singapore, Jan. 11, 2 N., 25 W.
RECIFE, Liverpool to Japan, Dec. 2, 38 S. 29 E.
FIRE QUEEN, London to Japan, Jan. 14, 6 N., 24 W.
PERUVIAN, New York to Hong Kong, Dec. 7, 11 N., 32 W.
HELENE HENRIETTE, Amsterdam to Batavia, Jan. 21, 15 N. 26 W.

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ERASMUS, Cardiff to Singapore, Jan. 6, 1 N., 28 W.
ELEANOR WOOD, Cardiff to China, Jan. 3, 4 S., 25 W.
MAGNET, Canton to New York, Nov. 17, in Gaspar Straits.
CHAA SZE, London to Hong Kong, Oct. 2, 5 N., 21 W.
LORD MACAULAY, Cardiff to Shanghai, Jan. 2, 2 S., 25 W.
LOUIS MEYER, Amsterdam to Batavia, Jan. 9, 4 N., 24 W.
EVA, Shanghai to New York, Dec. 21.
MONETA, Baltimore to Yokohama, Nov. 6.
MIRAMICHI, Cardiff to Galle, Dec. 11.
STAD LEYDEN, Batavia to Amsterdam, Jan. 6, on the line, 29 W.
CHINA (Dutch), Batavia to Rotterdam, Dec. 21, 36 S., 20 E.
DR. PETERMANN, for Hong Kong, Jan. 23, 11 N., 26 W.
VERENA COLLET, Dunkirk to Saigon, Jan. 24, 38 N., 12 W.
EXPOUNEER, Japan to London, Oct. 26, in China Sea.
HELENA, Tjilatjap to Amsterdam, 24 S., 65 E.
STAD LEYDEN, Amsterdam to Samarang, Jan. 6, 1 S., 29 W.
BREMEN (ship), Batavia to Amsterdam, Feb. 16, 49 N., 10 W.
STANLEY, Amoy to New York, Nov. 28, lat. 5, lon. 108.
STAFFORD, Batavia to Amsterdam, Dec. 10, 6 S., lon. 107.
4th D. P., 809, Liverpool to Shanghai, Jan. 10, 4 N., 22 W.
WESTMINSTER, Liverpool to Yokohama, 20 days out.
PATRIOT QUEEN, for Singapore, Jan. 20, 7 N., 26 W.
A NORWEGIAN SHIP, Newport to Galle, Dec. 29, 2 N., 20 W.
DELFTHAVEN, Cardiff to Singapore, 10 S., 20 W.
QUEEN OF THE SEAS, Hong Kong to New York, Nov. 24, off Anjer.
HERALD (Amer. ship), Manila to Boston, Nov. 13, 1 N., 108 E.
CLEVELAND (barque), Foochow to London, Jan. 9, 22 S., 4 W.
METEOR (barque), Foochow to Boston, Jan. 10, 20 S., 2 W.
RESOLUTE (ship), Shanghai to New York, Jan. 11, 18 S., 3 W.
OCEAN CHIEF, Foochow to New York, Dec. 13, 25 S., 62 E.
FLORA, Singapore to London, Dec. 28, 34 S., 15 E.
NEDERLAND (D. ship), Batavia to Rotterdam, Jan. 19, 1 S., 21 W.
HONG KONG, Foochow to Cowes, Jan. 23, 4 N., 24 W.
ETHA RICKMERS (Pr. s.), Shanghai to New York, Dec. 30, 28 S., 54 E.
MARGARITA (Ham. bq.), Foochow to New York, Jan. 16, 34 S., 17 E.
WM. BELL (bq.), Singapore to Liverpool, Jan. 19, 29 S., 9 E.
ASHBURTON (ship), Manila to New York, Jan 5, off Cape Agulhas.
ZUID HOLLAND (s.), Banjoewangie to Rtdm., Dec. 22, 28 S., 50 E.
NYVERHEID (Dch. barq.), Java to Amsterdam, Jan. 1, 21 S., 2 E.
ELMSTONE (ship), Shanghai to London, Jan. 17, 36 S., 11 E.
SINDBAD (Dch. barq.) Sourabaya to Amsterdam, Jan. 17.
DEODATA (ship) Hong Kong to London, Jan. 5, 20 S., 1 W.
EASTERN CHIEF (barq.), Singapore to Liverpool, Dec. 13, 38 S., 48 E.
FORT REGENT (ship), Singapore to Queenstown, Dec. 13, 38 S., 48 E.
PANIC (barq), Singapore to Liverpool, Jan. 15, 34 S., 18 E.
GOLDEN AGE (ship), Samarang to Amsterdam, Dec. 27 (?), 24 S., 65 E.
ROBURTUS HENDRIKUS (Dch. barq.), Java to Rtrdam., Dec. 7, 19 S., 83 E.
KOFFYBOOM (Dch. ship), Batavia to Rotterdam, Jan. 2, 34 S., 26 E.
SOLENT, Foochow to New York, Dec. 31.
SILOME (barq.), Shanghai to New York, Dec. 1, 8 S., 104 E.
ORMELIE (barq.), Samarang to Rotterdam, 35 S., 33 E.
MILES (Portuguese ship), Macao to Havana, 35 S., 25 E.
PAULINE (barq.), Japan to New York, 27 S., 6 E.
THOMAS BROWN (barq.), of Launceston, Foochow to Boston, Dec. 23.
VAN GALEN (Dut. brig), Java to Holland, Dec. 24.
META, Amoy to New York, off Cape Agulhas.
ELIZABETH (Swedish bq.). Sunderland to Batavia, Feb. 17, 50 N., 8 W.
PEIHO, Hong Kong to Falmouth, Jan. 19, 4 S., 18. W.
NAVOUR (?), Manila to New York, Dec. 11, 28 S., 51 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are well maintained at previous quotations. Coal freights from the northern outports also continue firm.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight, 40s. and 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 50s. weight, 45s. meast. To Cheefoo: 60s. weight or meast. To Hong Kong: 50s. weight, 35s. meast. To Amoy: 60s. weight, 50s. meast. To Manila: 50s. weight, 55s. meast. To Singapore: 30s. weight, 35s. meast. To Penang: 35s. weight, 40s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £53. For Hong Kong: £44. For Saigon: £50. For Singapore: £33. For Batavia: £32. For Colombo, £30. For Galle, £36. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 10s. For Shanghai: £2 12s. 6d. For Cheefoo, £2 15s. For Hong Kong, £2 2s. 6d. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 12s. For Batavia, £1 10s. For Galle, £1 4s. For Colombo, £1 8s. 6d.

Offers have been made of the following charters:—Sunderland or Cardiff to Shanghai and back to London at £5 5s. per ton on the round, option of a recond port in China or Japan at 5s. extra; Havre to Yokohama, 50s. to 55s. per ton upon ship's dead weight capacity, and 6 months time charter, at 17s. 6d. per register ton per month, 300 tons.

The Admiralty have invited tenders for the conveyance of 12 tons naval masts, timber and sails, 70 tons, weight, and 35 tons, meast, naval common stores, 78 tons coals, 5 tons anchors, and 23 tons, weight, shells, from the Thames to Hong Kong.

The Admiralty have invited tenders for the conveyance of 6 tons meast. stores from the Thames to Colombo.

CASUALTIES.

The Zeemanshoop, van Monnom, from Batavia to Rotterdam, pu into Mauritius, Dec. 28; she was thrown on her beam ends during a hurricane, Dec. 16, in lat. 26 S., lon. 67 E., and had her lee deck under water for 6 hours; having then 6 feet water in her hold; she bore up for Mauritius for repairs, and had been ordered to discharge.

Advices from Mauritius, dated Jan. 6, state that the Warrior (American paddle steamer), Patterson, from New York to China, was stranded there, but would come off after discharging, and would probably require docking. Another account, dated Jan. 5, states that she had got afloat without damage.

The 6 Gezusters, Ritschert, from Batavia, which arrived at Bremen, Feb. 8, had bulwarks damaged, &c.

The Betty (Dutch barque), Chevalier, from Newcastle to Java, which got on shore on the north sand head of the Goodwin, Feb. 11, put into Brouwershaven, Feb. 17, leaky.

The Carmeline (French ship), Gallet, from Macao to Havana, which put into Mauritius, Jan. 9, dismasted, had lost main and mizen topmasts, and had badly sprung lower masts, during a violent hurricane, Dec. 25, near the Straits of Sunda; when near the island of Mauritius, on the 3rd Jan., she experienced another hurricane, during which she lost foremast and bowsprit.

The Arbutus, Turnbull, from Padang to New York, which put into Mauritius, Jan. 11, with damage, had been thrown on her beam ends during a severe hurricane Jan. 4 in lat. 24 S., lon. 62 E., when she lost bulwarks fore and aft on the starboard side, and had to cut away topmasts; after the hurricane, when the vessel righted herself, she had three feet water in her hold. The surveyors ordered the discharge of her cargo, which must have been considerably damaged, but her hull had sustained little injury.

The Warrior (American steamer), Patterson, from New York to China, which was stranded at Mauritius, had been got off after discharging her coals, with damage to cutwater and part of keel, and with some of her planking chafed.

Advices from Mauritius, dated Jan. 18, state that the Gabrielle Alice, Lancelot, from Saigon to Bordeaux, which put in there Nov. 16 leaky, had sold about 300 tons of rice, and was then seeking a fresh freight.

The Burgomeester Hoffman, Gaathuis, from Batavia to Rotterdam, put into Simon's Bay, Dec. 30, leaky, having experienced a succession of heavy gales off the coast; a large portion of her cargo had been discharged.

The Catharina, Doble, from Singapore, which put into Capetown, leaky, Sept. 29, sailed after undergoing repairs, arrived at St. Helena, Jan. 5, and sailed, 6, for Boston.

The Golden Empire, Milroy, which sailed from Falmouth for Hong Kong, Feb. 12, after repairing put back, Feb. 21, leaky, with loss of sails, boats, &c., and crew refusing duty.

The Amicus, Brit. barque, Olsend, from Shanghai, which arrived at New York, Feb. 4, after discharging about 2,500 packages of tea was struck by ice on the 10th inst., while at her moorings, and drifted down off Robin's Reef Lighthouse, whence she was towed back badly strained, and with her metal damaged. She was making no water, and the cargo remaining on board was uninjured.

The Benvenue Brown, which sailed from London Feb. 14, for Penang, arrived off the Wight with foretopsailyard sprung.

MISCELLANEOUS.

At MAURITIUS.—Dec. 25, Warrior (st.), Patterson, from New York, for China; 31, John and Mary, Geary, from Saigon; 24, Herald of Light Badenock, sailed for Galle.

At ASCENSION.—Jan. 15, Bessie Stanton, Coles, from Singapore, and sailed for Boston.

Off ASCENSION.—Jan. 3, Roebuck, from Philippine Islands for London; 12, St. Vincent de Paul, from Singapore for Bordeaux; 15, Archos, from Amoy for New York; Flora, from Singapore for London; 17, Helena, from Java for Amsterdam; 23, Napoleon, from Singapore; 26, Anita, from Colombo; Corea, from Macao, both for London; 31, Noord Brabant, from Batavia for Montreal; Atlantic, from Hong Hong for New York; 15, Alcyone, Kruisinga, from Batavia.

At ST. HELENA.—Jan. 7, Antifer, Caillet, from Macao, and sailed 8 for Havanna; 8, Jacob Roggeveen, Marken, from Batavia, and sailed 9 for Amsterdam; Presto, Teekes, from Tjilatjap, and sailed 10 for Amsterdam; Veritas, Currey, from Hong Kong, and sailed 9 for Surinam; Java Packet, Hellingman, from Batavia and sailed 9 for Amsterdam; 11, Ille and Vilaine, Bourignon, from Manila and sailed for Havre; 13, N. B. Palmer, Steele, from Amoy, and sailed for New York; 17, Vracht, Zoeker-Hellinga, from Macassar, and sailed, 18, for Rotterdam; 18, British Banner, Whiteman, from Java, and sailed for Falmouth; 19, Cleta, Middle, ton, from Amoy, and sailed, 20, for New York; Sumatra (Italian ship), Montechiaro, from Sumatra, and sailed, 20, for Gibraltar; Norwood, Bristow, from Colombo, and sailed, 20, for London; 21, Hotspur, Corrigall, from Foochow, and sailed for London; Finzel, Hicks, from Foochow, and sailed, 22, for London; 22, Susanna and Elizabeth, Heyde, from Banjoewangie, and sailed, 23, for Rotterdam; 23, Fortuna, Morley, from Manila, and sailed, 25, for London; Ann Longton, Harling, from Manila, and sailed, 24, for London; 24, Banian, Chase, from Amoy, and sailed, for New York; Doesborgh, Spaandermann, from Macassar, 25, California, Wyn, from Passaroeang, and sailed, 27, for Amsterdam; 26, Caduceus, Irvin, from Manila, and sailed, 27, for New York; 27, Margarita, Olano, from Manila, and sailed, for Cadiz; Oscar Vidal, Beng, from Canton, and sailed, for Falmouth; Concepcion, Tuton, from Manila; Nelly, Poilbut, from Macao; 28, Stad Delft, Waal, from Batavia; Mephista, Prehn, from Macao; India, Crawford, from Ceylon.

Off ST. HELENA.—Jan. 4, Ethel, from Hong Kong; 9, Ocean Queen (ship), from Foochow; 11, Jasa (French ship), from Singapore; Zephir (Dutch bark), from Batavia; 13, Zodiac, Dimelow, from Shanghai, both for London; 17, Fair Leader, Pearce, from Shanghai, for New York; 26, Minnie, from Shanghai; 27, Laurel, Morris, from Foochow, for London; Imperatrice Eugenie, Bernard, from Penang; Horsa, Smerdon, from Ceylon.

At TABLE BAY.—Dec. 31, Morning Star, Johnson, from Manila, and sailed for Liverpool; Jan. 18, Louisa, Tillman, from Colombo; Dec. 28, Kewance, Potter, sailed for Japan; Jan. 8, Asia, Burrel, sailed for Galle; 10, Frederick Petersen, Larsen, sailed for Galle.

At SIMON'S BAY.—Jan. 17, Island Queen, Dickson, from China; 15, hillis, Gasket, sailed for Galle.

At MAURITIUS.—Jan. 8, Silver Cloud, Challis, from Manila.

Advices from St. Helena, dated Jan. 28, state that the Clarendon, of London, was then loading for Batavia the cargo of the Majestic, Robertson, from the Clyde, which vessel put in there, August 4, very leaky.

QUICK DESPATCH.—The Veronica, Captain Brown, from China, belonging to Messrs. J. and T. Brocklebank, with a cargo of 17,093 packages of tea, was discharged in seven hours at the Albert Dock warehouses. This is only one of the many instances of the facilities offered to the tea trade at Liverpool.

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THIS perfectly white and delicately clean granulated preparation possesses remarkable effervescent qualities, which far surpasses the ordinary Seidlitz Powder in its cooling, refreshing, and mild aperient properties, as well as in its flavour as a saline draught. It is particularly well adapted for women and young children, on account of its most agreeable flavour and mild effect.

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My mother's name.	Shylie Bawn.
The wishing cap.	The liquid gem.
The song of the bee.	Her bright smile haunts me still.
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Capital paid up	... ...	60,000,000	... £2,400,000
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Do.	Sept. 15, 1868	10,000,000	... £400,000
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Dated this 27th day of January, 1868.

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Batavia.....	HUNTER, HOUGHTON, & Co.
Anjer Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila.....	PHILLIPS, MOORE, & Co.
Hong Kg., Canton, Macao, & Swatow	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY & Co.
Foochow	HEDGE & Co.
Shanghai.....	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan..	PIGNATEL & Co.
Yokohama	WATKINS & HANSARDS.

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C

(Over the JERUSALEM.)

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PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 274.] LONDON, SATURDAY, MARCH 7, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN—Yokohama	Nov. 18	Jan. 15	Jan. 19
Nagasaki	—	—	Jan. 17
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	Jan. 23
Kiu-kiang			
Chin-kiang			
Shanghai	Nov. 26	Jan. 13	Jan. 26
Ningpo			
Foo-Chow	—	—	Jan. 26
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Dec. 10	Jan. 22	Jan. 30
Canton			
Macao			
PHILIPPINES—			
Manila	—	—	Jan. 22
COCHIN-CHINA—			
Saigon	—	—	Feb. 4
SIAM—Bangkok	—	—	Jan. 27
BORNEO—Labuan	—	—	Jan. 28
Sarawak			
JAVA—			
Batavia	—	—	Jan. 30
MALACCA STRAITS—			
Singapore	Dec. 17	Jan. 30	Feb. 7
Penang			

The next inward mail, the last under the old contract, is due on the 15th inst. She will bring Hong Kong dates to Feb. 1 (two days later). Telegrams via Galle to Feb. 12 were received on the 5th inst., and will be found in another column.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Moeris, arrived at Marseilles, March 5.—From Shanghai: Messrs. Clement, Goetz, Macary. From Hong Kong: Messrs. Beruerie, Carro, De Meritens, Domingo, Garcia, Badard, Dereza, Redondo, Rivera, Orobio, Urmenti. From Batavaia: Mr. Mentz. From Singapore: Messrs. L. de Bruyn, Guttierez, Oudart, Leandro, Mentero, Crois, Artigas, Mr. van Hutstyn and family (ten), Mr. Graresan and family (three), Mr. Fabins and family (five), Mr. De Bruyn and family (eight), Madame Valtasara. From Galle: Mr. T. Fisher, Mr. and Mrs. Pemberton.

PASSENGERS OUTWARD.

Per P. and O. steamer Bangalore, from Southampton, Feb. 29.—To Shanghai: Mr. W. H. Walker, Mr. E. P. Hague, Dr. Bushell Mr. D. Mackenzie. To Hong Kong: Mrs. C. M. Jones, Mr. Brown, Mr. J. Steel, Mr. F. W., Mrs., and Miss Mitchell, and three second-class passengers. To Singapore: Mr. W. Bolton. To Ceylon: Ensign Lucas, Paymaster Creagh. To Calcutta: Miss Reid, Mr. C. Troup, Mr. G. Latham, Mrs. and Miss Latham, Capt. Peachey, Mr. H. Rantenburgh, Mr. Gastrell, and three second-class passengers. To Madras: Mr. H. S. Rammell, Mr. and Mrs. Hodgson, and two second-class passengers. To Bombay: Dr. Gay, Mr. C. M. Hall, Mrs. Brown, Mrs. Odernine, Mr. and Mrs. Speck, Dr. and Mrs. Robinson, Mr. G. F. Finn, Mr. Watson, Mr. E. S. Ford, Mr. Miller, Mr. S. E. Loggin, Mr. Edward Slight, and twelve second-class passengers.

Per P. and O. steamer Pera, from Marseilles, March 8.—To Shanghai: Mr. and Mrs. H. W. Hardy and servant, Mr. and Mrs. Helbling, Mr. R. Broudsted, Mr. and Mrs. D. Reid, Mr. Alfred Westall, Mr. C. Walkenshaw, Mr. J. B. Hallam, Mr. Grey. To Hong Kong: Mr. J. G. Fry, Mr. and Mrs. H. F. Ramsay, Mr. and Mrs. A. R. Hewlett, Mr. J. O. Leat, Mr. Robert Westall, Mr. A. H. Groom, Mr. A. W. Walkenshaw. To Singapore: Mr. and Mrs. Sturzeneggen and servant. To Ceylon: Sir Edward Creasy and servant, Mr. J. Campbell. To Calcutta: Mr. J. S. Forsyth, Mrs. Luard, Mr. Somers, Mr. and Mrs. McAlpine and child, Captain F. M. Drew. To Madras: Mr. L. M. Miller, Mr. J. E. Boyd, Lieut. R. W. Heaketh. To Bombay: Mrs. Colonel Tytler, two children, and servant, Mr. W. W. Bailey, Mr. C. Warwick, Mr. W. A. Langdon, Mr. Unsserwanjee Mowrajee and servant, Mr. T. Harris, and one second-class passenger.

Per P. and O. steamer, from Marseilles, March 22.—To Yokohama (via Bombay): Mr. Walters.

Per P. and O. steamer Ripon, from Southampton, March 21.—To Shanghai: Mr. and Mrs. C. E. Carter. To Hong Kong: Mr. R. F. Hamilton, Mr. Pearcy, Mr. Concoui, Mr. H. Moscrop. To Singapore: Mr. E. B. Gould, Miss Woolley, Lieut. Holbecke. To Ceylon: Miss Wilson, Mr. W. Wragg, Mr. R. Roughton.

From Marseilles, March 29.—To Nagasaki: Mr. W. Stok. To Shanghai: Mr. Gilmour, Mr. T. A. Annett, Mrs. Robinson, Mr. J. M. Ringer, Mr. E. Wilson. To Hong Kong: Mr. J. G. Austin, Mr. A. McG. Heaton, Mr. F. H. Chapman, Mr. S. A. Gundry, Mr. C. J. King, Mr. H. Marshall, Mr. Kinnear, Mr. Hale. To Singapore: Mr. and Mrs. Adamson and child. To Ceylon: Mr. E. R. Wiggin.

Per P. and O. steamer, from Southampton, April 4.—To Ceylon: Mr. Byrde, Mr. and Mrs. Byrde and child, Mrs. Mais, Surgeon Bone.

From Marseilles, April 12.—To Shanghai: Mr. E. J. Hogg. To Hong Kong: Mr. R. Walker. To Batavia: Mrs. Wierderholt, daughter, and governess, Mr. A. G. T. Marx.

Summary of News from the Far East.

JAPAN.

From the New York papers we have now some fuller details of the revolutionary movement that has taken place in Japan. The Pacific mail steamer *Great Republic*, which brought the first intelligence, left Yokohama on the 27th January and reached San Francisco on Feb. 16. The following is a summary of her advices, which however must be received with caution, as telegrams to a later date *via* Galle (given in another column) do not corroborate the more important details:—

A formidable revolution has taken place in Japan, in consequence of the opening of the new ports to foreigners. The young Mikado was seized by the three leading Princes of the Empire—Satsuma, Chosiu, and Tosa—and remained a prisoner in their hands. The late Shiogoon, Stotsbashi, fled from Miako, and shut himself up in the castle of Osaka, where he placed himself under the protection of the fleets of the foreign Powers in that harbour. But the Ministers of the treaty Powers have given a distinct solemn assurance to the Japanese that they will not in any way interfere in the struggle. Stotsbashi was collecting forces and organising an army, with which he would attempt to recover his lost power. Meantime the confederated Daimios proposed no immediate action.

It is not probable that the foreign Ministers would make any efforts for a settlement of their relations with either of the opposing parties until after the assembling of the nobility of the Empire in council. Meanwhile the country was without a recognised head. Disturbances of a serious nature had taken place at Yedo. The enclosure of the principal palace of the Shiogoon was broken into by a mob, and the castle and residence of the ladies of his Court were set on fire and destroyed on the 16th of January. The widows of the former Shiogoons, who lived in the palace, were killed. It is said that the mob consisted of the people of Satsuma, who were attempting to rescue a sister of their Prince, the wife of a former Shiogoon. Two days after this outrage the great palace of Prince Satsuma, in Jeddo, was attacked and destroyed by the Shiogoon's troops, and a large amount of the Prince's property in other parts of the city was plundered or destroyed.

The officers of the Shiogoon disavow any intention to quarrel with Satsuma, but declare that they only wished to dislodge bands of robbers who were located in the places which were destroyed. It was reported that 140 of Satsuma's men were killed and 160 wounded, and that the troops of the Shiogoon lost from 50 to 60 killed and wounded.

Some of Satsuma's men made their way out of the city to a small steamer belonging to the Prince, and steamed out into the harbour. They were followed by a war vessel of the Shiogoon, and a fight took place in which the latter was worsted and the steamer escaped.

The ports of Hiogo and Osaka were formally proclaimed open to foreigners on the 1st of January, but trade had not yet commenced at either place, owing to the disturbed condition of the country. The town of Hiogo was burned on Christmas-day.

The condition of the first settlers at the new ports was very unpleasant. Their houses were of an inferior description, and provisions of all kinds were scarce and dear. The main settlement was located at Kino, a miserable fishing village two miles from Hiogo. The foreign Ministers were generally censured for

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selecting a site so inferior in every respect to that of the port of Hiogo.

Mr. F. G. Myburgh, the British Consul at the new port, died on the 21st January. [The cause of death is not stated.]

Another account states that a terrible mortality had broken out among the foreigners at Hiogo, twenty-four having died in as many days.

The 25th of January being the Japanese New Year, all business was suspended at Yokohama, and trade and commerce had been dull for some time past. Grey shirtings were in slight demand at $2.75 to $3.40; cotton yarns, $47 to $53. Silk market firm but quiet; best Maibash, $850; Ashu, $710; Koshio, $730; Atchiscan, $520. Tea steady; good business doing and prices firm, while stock was small; fine, $34; medium, $30 to $34. Exchange on London, 4s. 0¾d.; four months' credit, 4s. 4s.; Bous, 298. Freights steady; on New York, £3-10; on London, £4.

YOKOHAMA.

By the French mail delivered this morning we have advices from Yokohama to Jan. 18. The outward mails of Nov. 11 and 18 arrived out on the 9th and 15th Jan. respectively. Up to the departure of this mail there had been no actual hostilities between the Daimios and Stotsbashi, and a "bloodless revolution" was expected. The telegraphic news since received, however, tells a different tale.

The *Japan Times* gives the following outline of the situation:—"The ports have been formally proclaimed open by the Ministers, and letters have been received from the settlers at Hiogo by more than one opportunity. Trade is impossible in the present juncture of political circumstances, and in the total absence of the necessary appliances of Custom-house, quay, warehouses, &c., the present situation is most critical and unsatisfactory. The late Shiogoon, Stotsbashi, is quite retired from public life for the time, the Mikado and his Council are in the hands of the Southern Daimios, and the treaties of 1858 are waste paper. Sir Harry Parkes is said to be preparing to visit Kioto; it is to be hoped that he goes at the invitation of the men who are now masters of the situation, and not with any foolish idea of supporting the fallen Stotsbashi by moral or material aid. It is a great misfortune for English merchants, and indeed for commercial men generally, that England is not represented in Japan by an abler man at this critical time. Sir Harry's rashness and vacillation together have made shipwreck of whatever reputation he had in China as a diplomatist. We have no fear for the ultimate result of the present agitation. The combination against the Yedo family and their party is far too strong to admit of any thought of armed resistance to the Southern Daimios, without foreign aid. The Mikado and his Cabinet have put themselves into their hands, too, of their own free will, and the decrees which the Daimios will dictate will bear with them no reservation on account of the Emperor's position in the midst of their camp. The House of Iyeyas is beaten on all points and must succumb to fate. We have positive assurance that until the fleet leaves Hiogo Bay the Daimios will not deliberate. Admiral Keppel has just arrived in this port in his flag ship, the *Rodney*, and it is to be hoped that this is the signal for the dispersion of his squadron. It is probable that the compromise necessary to ensure peace will shortly be effected at Kioto, certainly within a couple of months. The Daimios do not demand the opening of the whole country, nor of the whole seaboard; they profess themselves perfectly satisfied that Yokohama, Osaka, Nagasaki, and Hakodadi should remain the *entrepots* of trade, provided that the customs collected there are collected for the Mikado, and applied to general and imperial purposes, not merely to swell the Yedo exchequer; and that they shall have equal rights with the Tokugawa family and the Fudais, its vassals—the rights of free entry of their own goods and untaxed purchase of the manufactures imported by foreigners."

One desponding correspondent writes from Hiogo, under date of January 10th:—"This place is a real 'take-in' for the first year or two, and I am sorry I ever came. At Osaka the Japanese merchants are offering 25 per cent. less for European manufactures than they will sell for in Yokohama, and do not seem inclined to deal even at that." Another writes:—"The Japanese Government and the foreign Ministers appear to have placed the site of the settlement in as nice a position as they could possibly think of to prevent foreigners from intermixing with the natives, Hiogo (proper) being only two miles distant from where foreigners will be allowed to reside. All Japanese merchants of any standing or wealth reside in Hiogo, so that if any person wishes to have any conversation with this class he has to walk to Hiogo. This is not all; when he is about a mile on the road, if he chances to look back, he finds a Japanese officer (spy) following him wherever he may go. At present there is no business of any kind doing between foreigners and Japanese. There seems to be some secret influence holding the Japanese in check, and I do not believe a sale of foreign goods to Japanese has been effected since foreigners landed here.

It is with much regret that we have to record, among the incidents attending the opening of these ports, the death of Admiral Bell, of the American navy, who was drowned on the 11th inst. with his flag Lieutenant, Commander Reid, and ten men, while attempting to cross the bar at the mouth of the Osaka river. Admiral Bell entered the service in 1823 and distinguished himself during the recent civil war, in the course of which he received rapid promotion. One circumstance attendant on his untimely death is very saddening; he was actually on the retired list, holding command of the China squadron only until the arrival of his successor. He was frequently, of late, expressing to his friends here the pleasure with which he anticipated returning to his family. We understand that he was much respected and beloved by those under his command.

The condition of Yedo and its surrounding districts during these evil days has been pitiable. The Government officers conceal from the Consulates as much as they possibly can of the state of the country, but they were compelled a few days ago to intimate that real danger existed for foreigners who went on expeditions to any distance. The house of a Hatamoto, at a place of common resort for foreign tourists, was attacked on the night of the 9th by a considerable body of *ronins* and completely gutted of everything of value. Yedo is almost in a state of siege by these masterless men, and the distress prevalent there in consequence is great. The numberless beggars, the poverty-struck look of many of the houses, and the deserted condition of the streets, are melancholy to look upon. The Kokushi Daimios, no longer compelled to keep up their establishments in Yedo, are withdrawing them—Satsuma has already dismantled his *yashikis*—and the tradespeople are naturally shutting up their shops, either to follow their customers or to seek new ones in less expensive towns. The foreigner is accused as the cause of all this inevitable distress.

In a postscript, dated noon, Jan. 18, the *Times* adds:—"A rumour is current among the Japanese that a meeting has taken place between Sir Harry Parkes and Stotsbashi. The night before last a fire broke out in the Shiogoon's palace at Yedo, which was not extinguished till yesterday. The palace, or castle, is divided into two main parts—the O-shiro and the Ni-shiro, of which the former is the chief. The fire has destroyed a smaller building within the O-shiro enclosure, called the Ni-no maru, which, so far as we can make out at present, is a strong place for retirement to in case of need. This has been totally consumed, and the accident is said of course to have been the work of incendiaries."

The *Japan Herald*, under the head of "Latest Intelligence" says: "The Foreign Ministers at Osaka have held a solemn audience and tendered their unanimous expression of sympathy to the late Tycoon, to whom the strict observance of the Treaties is due. Stotsbashi on his part has replied, protesting against the recent events at Kioto, assuring the Ministers that the honour of Japan is engaged in the maintenance of the Treaties and Conventions, and that this he would yet guarantee."

A paper has been established called the *Hiogo and Osaka Herald*, in connection with the *Japan Herald* at Yokohama.

CHINA.

SHANGHAI.

The dates are down to the 26th January. The London mail of November 26th arrived out on the 12th January, with telegrams to the 6th of December.

A meeting of land-renters, &c., was held on the 10th, at which various topics were discussed. The collection of the Land-tax on its old basis, up to the end of the financial year, was assented to. No further steps towards appointing a committee for the purposes of re-assessing land were taken. A re-assessment of Chinese house property was ordered, the previous assessment having proved very inexact. It was announced that H.B.M. Government have decided to build a gaol, on a plot of

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ground on the Soochow Creek adjoining the gasworks; and a road which is marked through it on the plan, was given up by the land-renters. The Municipal Council had previously issued an interesting supplementary report, designed to bring before the land-renters the principal topics that awaited their discussion. Amongst these, besides the questions above referred to, were the construction of a public slaughter-house, and the opening of the new cemetery and final closing of the old one after the 1st April next; but consideration of these was deferred.

The following items are from the *North China Herald*:—

The Customs returns of trade at Shanghai during the month of November show a decrease in the import of shirtings from 207,000 to 122,000 pieces; in T-cloths from 49,000 to 32,000; in drills from 25,000 to 6,000; in camlets from 12,000 to 2,000; in long ells from 13,000 to 11,000; in lustres from 24,000 to 17,000; in iron from 10,000 to 5,000 piculs, and in sugar from 86,000 to 52,000. The import of coal has slightly increased, from 7,000 to 9,000 tons. There is an increase of 4,000 piculs in the import of black tea from Hankow, but a corresponding decrease from Kiukiang. Green tea, from both Ningpo and Kiukiang, is much the same as last year; 19,000 piculs of black and 41,000 of green tea have been re-exported.

A correspondent expresses apprehension that game is about to become scarce in the neighbourhood of Shanghai. The supply of pheasants is ample, so long as excursionists merely look on sport as a means to the enjoyment of a few days' trip. But if wholesale slaughtering expeditions come in vogue, the result must, he argues, be the gradual extinction of one of the best sources of healthy recreation that Shanghai commands.

In the bankruptcy case of T. C. Jones, Government claimed $3,981, and opposed his discharge. The Chief Judge said he was placed in a difficult position. He had to administer justice, and at the same time study what was best for the creditors. Mr. Myburgh said it was in the power of the Court either to withhold the bankrupt's discharge, or to give it conditionally, or imprison him. The Chief Judge remarked that the Crown were in a different position to the other creditors. It might be all very well for them to make an example, but the other creditors would suffer. He would therefore take time to consider his judgment.

It is satisfactory to find that the Chinese Government are making some tardy reparation for the old *Fung Shui* disturbance, which resulted in the destruction of Mr. Reynold's telegraph from Woosung. Steamers approaching the port are now to be signalised for Woosung to the Harbourmaster's hulk and thence to the Customs' hulk, from which signal guns are to be also fired on the arrival of the mail. So far so good; but after all, why not have the telegraph, which would be much more accurate and much more rapid?

The most important item in connection with commerce is the notification issued by Mr. Consul Medhurst, and approved by Sir Rutherford Alcock, cautioning merchants against the acceptance of written guarantees or "security chops" of Chinamen, without other and collateral security. The next notification we may expect will be that it has from custom become law, that the Chinese may with impunity cancel all their obligations to British subjects.

A villanous outrage was perpetrated a few nights ago, at Trefancha Farm, by some villagers. They broke into the stable, in the absence of the owner, and stabbed two ponies, one of which was found dead with his entrails protruding, and gashed in a fearful manner; the other is so badly cut that he will be useless. They also cut through the leg of the colt Javelin, who was only bought a short time back. It is probable this cowardly attack was made in revenge for Mr. Bidwell prosecuting some villagers some time back, in the Mixed Court, for a similar outrage. The matter has been represented to H.M.'s Consul, who has referred the matter to the Taoutai, requesting that prompt measures be taken to discover the miscreants.

A meeting of shareholders in the Recreation Fund was held, to discuss a claim by the Race Course Committee for payment of a balance of 3,700 taels, balance of purchase money for the land inside the race course. Messrs. Hogg, Overweg, and Groom were appointed a committee to deal with the matter.

A meeting of shareholders in the Shanghai Wharf Company was held on the 22nd, when the sale of the wharf to H.B.M. Government for 25,000 taels was formally announced. The mortgage had been paid off; and a small balance remained at the credit of the company in the bank.

A fully attended meeting of members and shareholders in the Shanghai Club, was held on the 17th, when rules were passed; and it was arranged that general and balloting committees should be elected during the current week.

A meeting of members of the Rowing Club was held on the 20th, at which the accounts, showing a balance of Tls. 131 in favour of the club, were passed. Messrs. Little, Low, Geary, Scott and Batt were elected a committee for the ensuing year, and Mr. Little was re-elected captain of the club.

A meeting of shareholders in the Racket Club was held on the 21st, at which it was shown that the liabilities incurred beyond the subscribed capital amount to nearly 3,900 taels; against which, however, there are about 2,000 taels of prospective assets. The club is paying a net profit of about 100 taels per mensem. A committee, consisting of Messrs. Bell, Maccall, Robinson, Mackintosh, and Groom, was appointed, to report on the position of the club, and to suggest a scheme for paying off the debt.

It is expected that the total export of tea from Ningpo will hardly equal last year. The export of cotton has nearly ceased, the Hankow demand having failed. The exportation of silk is 200 pieces short of last year.

We learn from Chefoo that the inundation of the Yellow River, in Shantung, has subsided, and that its banks have been repaired.

The Commissioner of Customs of Chiukiang says the increase in the importation of English piece goods continues most satisfactory, a month's importation now being equal almost to the yearly supplies some time back. Nevertheless, the stocks, large as they appear, are easily disposed of, at fairly remunerative prices.

HONG KONG.

The dates are down to the 30th January. The London mail of the 10th December arrived out on the 22nd January. The P. and O. mail was to leave on the 1st Feb.

The half-yearly general meeting of the Hong Kong Chamber of Commerce was held on the 18th January. The principal resolution carried at the meeting was to the following effect: "That in view of the irregularity of the receipt of telegrams from Mr. Lane, of London, it is proposed that telegrams through that source be discontinued at once, and that the secretary be authorised to communicate with Messrs. Gibson, Thomson and Co., of Galle, for the transmission of the latest news from England, and, if this mode should not prove more efficient, that telegrams be discontinued altogether."

A meeting of the Hong Kong Fire Insurance Company was held on the 25th January, the Hon. W. Keswick in the chair. The meeting was held for the purpose of adopting the report for the past year, and approving of the accounts up to the 31st December last. Copies of the same were handed round for their inspection. Mr. Burrows congratulated the shareholders that they had escaped with so small an amount of loss ($74,000) from the late fire. The Chairman observed that the loss was $88,951.60, but they had reason to congratulate themselves even then. Mr. Bosman proposed that the report be now adopted, and the accounts passed; which, being seconded by Mr. Deacon, was carried unanimously. Mr. Rowett then proposed that the committee for the year should be composed of the following members:—Messrs. Duncanson, Heard, Kaye, Ryrie, and Rangel the two latter being re-elected; which motion was also unanimously carried.

A public meeting of residents was held in the Supreme Court House, for the purpose of forming an auxiliary branch of the British and Foreign Bible Society. H.E. the Governor occupied the chair, and was supported by the Lord Bishop, the Chief Justice, and the Revds. Messrs. Warren (secy.), Beach, and Vaughan (from India). A large number of ladies, nearly all the clergy of the district, and others attended.

The observance of the Chinaman's New Year's Day, on Saturday, the 25th January, was celebrated with the usual amount of chin-chinning and firing of crackers by the natives, and by the foreigners with cricket and football and other games. The day was observed almost as a general holiday. The Government offices were kept open for an hour or two, but there being nothing to be done, they were closed.

A Foochow letter advises the laying down of a gunboat for the Chinese in connection with the Arsenal. The steam machinery was also put in motion, viz., lathes, saws, &c., &c. They also laid the first stone of the workshops, &c. At present the shops are all wood. It it really wonderful what they have done in twelve months. The place itself was a

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low swamp covered with water at every spring tide. It has been raised five feet throughout, viz., about 1,400 yards of river frontage, and, falling to the hills, about 600 yards back. They have built six enormous houses for the swells, and many smaller ones for the mechanics. They have two schools one for English, where they teach navigation, &c. This school is under the charge of a Mr. Carrol, late of Greenwich school, assisted by Lai-Sun. The other is a French school, with only about 20 scholars. This does not seem to take so well as the English, although there is a very good fellow at the head of it,—a Mr. Borel. The buildings are very fine, and built in a most substantial manner.

Mr. Thomas Child Hayller, barrister, from Bombay, was introduced to the Court, and his name enrolled. The Chief-Justice remarked that he supposed Mr. Hayller had read the local ordinances, but he nevertheless would take this opportunity of saying that he would be enrolled as an advocate in this court, subject, however, according to section 10 of Ordinance 6 of 1845, to be removed and struck off upon reasonable cause.

On the Hong Kong petition to Parliament the *Daily Press* says :—

The petition against the Military Contribution was, we understand, to have gone home by the mail of the 1st, but owing to the necessity of making various arrangements for securing it proper support in England, it appeared doubtful whether all the necessary correspondence on the subject could be ready to go forward with the petition by this opportunity. We believe therefore that the important document will be held over till the mail of the 12th. It will reach England leaving here, even then, in such good time, that the trifling delay will not matter. Sent away in the middle of February, it ought to reach England about the end of March, when the session will still be in its infancy. Giving the promoters of the petition at home a month to make their arrangements, the presentation may take place in the early part of April, and about the end of May we may be looking out in the London papers then coming to hand to ascertain the fate of the enterprise. The names of eighty European and American firms, including nearly all which are well known, are appended to the sheet on which the petition ends. Several sheets of individual names have already been filled up, and advantage will be taken of the extra time, which will be obtained by postponing the departure of the petition over the present mail, to increase the strength of the main body of signatures. One interesting feature of the petition will be a sheet covered with Chinese hong stamps, the names of the hongs being written underneath, or by the side, in English, letters. The total number of signatures will, we have no doubt now, considerably exceed that of the signatures to the memorial of 1864, and the anthenticity of the present petition, as an expression of the opinions and aspirations of the Hong Kong community, is thus placed beyond dispute."

The *Daily Press* has the following reports of bankruptcy cases :—

IN RE DENT AND CO.—JAN. 15.

This was a petition by the Hong Kong and Shanghai Banking Corporation to annul an order made by the Chief Justice on the 9th of December, 1867, by which the firm of Dent and Co. were adjudicated bankrupts. Mr. Ball, instructed by Mr. Hazeland, appeared for the Corporation; and Mr. White, instructed by Mr. Gaskell, for the firm of Dent and Co.

The acting Attorney-General contended that the adjudication was invalid because the acts of bankruptcy on which it was founded were committed by Mr. Dent alone, and he referred to Deacon on Bankruptcy, and cited several cases to show that, with regard to partners, each must commit a separate act to support a joint adjudication. He further contended that it was not competent for one partner to bind his co-partner by an act of bankruptcy; nor was it a case in which a subsequent ratification by an absent partner would have the effect of binding him, and so making him liable for acts of bankruptcy in the commission of which he was not concerned; he then referred to the affidavits of Mr. Dent, Mr. Gomez, and Mr. Da Silva, on which the abjudication was founded, and insisted that they did not prove acts of bankruptcy, even on the part of Mr. Dent, under the provisions of the local ordinance.

Mr. Whyte, on behalf of Dent and Co., took several formal objections to the petition as presented, and contended that under the Bankruptcy Ordinance the Court had no jurisdiction to annul an adjudication on the petition of a creditor, but could only do so on the aplication of the debtor. The jurisdiction of the Court was only a statutable one, and it did not possess the extensive power conferred by the English Acts on the Courts of Bankruptcy in England. He argued that, for the analogy of joint-stock companies and dormant partnerships, a firm could be adjudicated bankrupts on an act committed by one member, and referred to Sir E. Hornby's decisions at Shanghai in Dent and Co., and Smith, Kennedy and Co. He relied on the fact of the four absent partners having consented to the adjudication in the present case, as a proof that they accepted and ratified the acts of Mr. Dent, and drew a distinction between the cases cited by Mr. Ball and the present one. He showed that at all events the Court could exercise a discretion in setting aside an adjudication, and that the policy of bankrupt laws was to consult the interests of the large body of creditors, not of any individual one.

Mr. Ball briefly replied, and the Chief Justice intimated that as the case was on important one he would take time to consider before he delivered judgment.

IN RE LYALL, STILL, AND CO., EX PARTE LIEBERT.—JAN. 22.

This was an application on behalf of Mr. Liebert to recover possession of 100 bales grey shirtings, ex *Pakwan*, under a judgment of this Court, but suspended by order under notice of appeal. Mr. Whyte, instructed by Mr. Sharp, appeared to make the application.

It appears that on the 13th of July last his lordship made an order ordering the official assignee, Mr. Masson, to hand over to Mr. Parr, agent for Mr. Liebert, the 100 bales in question. This order was, however, subsequently suspended, on the statement of Mr. Pollard that it was intended to appeal. Leave to appeal was granted, but attention was called to Section 10 of the rules of the Privy Council for Appeal, regarding the security to be given. This provided that security must be given within three months from the time leave was granted, and although more than three months had elapsed no such security had been completed. The applicant therefore prayed that an order might be made handing over to him such goods or the proceeds as were now in possession of the Court. The official assignee, in reply to his lordship, said he did not intend to complete the security.

The application was thereupon granted, and an order made accordingly, giving to the applicant possession of the goods or the proceeds of the sale of them, and costs in the sum of $50.

IN RE VAUCHER AND CO.—JAN. 24.

In granting the order of discharge, his Lordship said that he thought it right for the Court to express its views on granting the discharge of a bankrupt, and regardless of what others might think, he should do what he deemed his duty. It was often that the Court had to deal with fraudulent bankruptcy, often brought about by the misconduct and recklessness of those concerned, and on such occasions it was a painful duty to have to refer to those penal sections of the laws made for the protection of the honest. It was on the other hand a satisfaction for the Court to allow a bankrupt to go out of the court without a stain upon his reputation or good name, to go out with a statement that he so left the court honest and true. This he considered a duty incumbent upon the Court. In the present instance Mr. Vaucher had said upon his oath, that but for the insolvency of Mr. David he would not have been driven to become bankrupt, and that until this he had not the slightest suspicion of the insolvency of the firm, and and he, the judge, believed him when he said this. He would, in all probability, at this moment have been solvent but for this, and the terrible depreciation of property that had fallen upon so many in this colony within the past year. They were, therefore, obliged to succumb to the depressed state of trade. He took pleasure in making this order of discharge.

STRAITS SETTLEMENTS.

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SINGAPORE.

From this port we have files of daily papers to the 7th ult., but they contain no items of what can justly be called news. The English mail of Dec. 26 arrived out on Jan. 30.

It was currently reported that H.E. the Governor would proceed to Batavia shortly after his return from Penang, in company with Vice-Admiral Sir Harry Keppel, K.C.B., in H.M.'s *Rodney*, for the purpose of making some inquiries regarding the encroachments of the Dutch on the coast of Sumatra. The recent events in Japan, however, are likely to necessitate the Admiral's return to that quarter, and a stay there of some duration.

The Chamber of Commerce had held a special meeting to consider the question of the adulteration of gambier and the proper steps to take with a view to its suppression. A rough draft of a Bill proposed to be submitted to the Legislative Council was laid before the Chamber.

We are glad, says the *Straits Times*, to hear from Labuan that Governor Hennessey has gone to work there in a spirit and with a vigour which promises well for the future of the place. Every expenditure that will render Labuan attractive, either as a place of commerce or of residence to the Eastern races, is to be commended at this stage of its existence, when it has already obtained the nucleus of a trade, and possesses in its own soil the undeveloped germs of wealth.

REUTER'S TELEGRAMS.

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CHINA AND JAPAN.

(RECEIVED VIA GALLE, March 5.)

HONG KONG, Feb. 12.

Intelligence received here from Japan announces that the conflict between the confederate Daimios and Stotsbashi, the Shiogoon, continued. Further fighting had taken place.

The foreign Ministers had left Osaka.

Admiral Keppel has arrived at Hong Kong on board Her Majesty's ship *Rodney*.

The Peninsular and Oriental Company's steamship *Niphon* has been lost, together with her cargo.

[With reference to this telegram we learn from the P. and O. Company that the *Niphon* was lost in the neighbourhood of Amoy. According to the last advices received by the company from China she was to be placed at Shanghai by the 1st of February to take the mails to Japan. It is therefore assumed that when she was lost she was working her way up to Shanghai, calling at the coast ports without English mails or through cargo. The company's agent at Hong Kong wrote under date of the 14th of January as follows :—"In consequence of the near approach of the Chinese new year (25th inst.) the coast trade continues very depressed." It is not probable, therefore, that she had even a large local cargo.]

COMMERCIAL.

Grey shirtings, 6¼ catty, $2.85. HONG KONG, Feb. 12.
Water twist, 16-24, $125; Cotton, $16.
Total export of tea, 110,000,000 lbs.
Exchange on London, 4s. 3d.
Grey shirtings, 6½ catty, Taels 2.25. SHANGHAI, Feb. 6.
Cotton, 17 taels.
Tea: Devoid of animation for want of stock.
Silk advancing—No. 3, Tsatlee, 560 taels. Settlements in fortnight, 700 bales; export to date, 46,000 bales.
Exchange on London, 5s. 10d. Freights, £3.

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BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BOYKETT—On the 28th Feb., at Addiscombe, Croydon, the wife of Francis Boykett Esq., jun., of a daughter.

CURZON—On the 5th March, at 46, Charles-street, Berkeley-square, the Hon. Mrs. Curzon, of a son.

OBORN—On the 2nd March, at Albany-villas, Albany-road, Southsea, the wife of Thomas Symons Oborn, Esq., Naval Instructor of H.M.S. Minotaur, of a son.

ORD—On the 4th March, at 57, Wood-street, Woolwich, the wife of C. K. Ord, Esq., M.D., F.L.S., H.M.S. Fisgard, of a daughter.

SENTANCE—On the 26th Feb., at The Lawn, Tulse-hill, the wife of William Sentance, of a daughter.

MARRIAGES.

DEVILLE—BELL.—On the 10th Jan., at Shanghai, by the Rev. E. H. Thompson, Mr. W. N. Deville, to Fanny, only daughter of Capt. William Bell, of Hongque. No cards.

PICKFORD—BARTON.—On the 23rd Dec., at the British Consulate, Manila, C. R. B. Pickford, Esq., to Miss Lydia Emma Barton. No cards.

REID—BALLINGAL.—At Sweet Bank, Markinch, N.B., by the Rev. J. L. Rose, David Reid, Esq., of Shanghai, to Jessie Alston, only daughter of William Ballingall, Esq. No cards.

DEATHS.

ANDERSON—On the 27th Feb., at Park-lane, Arthur Anderson, Esq., of the Grove, Norwood, Surrey, Chairman of the Peninsular and Oriental Steam Navigation Company, aged 76.

BELL—Drowned, whilst crossing the bar off Osaka, Japan, through the capsizing of a boat, Rear-Admiral Bell, U.S. Navy, aged 62.

DEVAUX—On the 1st March, suddenly, at his residence, Chateau de Gravelles, near Paris, Charles Pierre Devaux, Esq., of 62, King William-street, City, aged 67.

DEACON—On the 2nd March, at her residence, Holyville, Finchley, after two days' illness, Virginia Grace, relict of Mr. Samuel Deacon, of Leadenhall-street, aged 66.

FRASER—On the 27th Feb., at 6, Montague-square, Lewis Fraser, Esq., late of Singapore, aged 56, deenly lamented.

HUDSON—On the 15th Jan., at the Shanghai General Hospital, Henry W. Hudson, master mariner, native of Sweden, aged 35.

KENNEDY—On the 5th March, at 2, Buckingham-terrace, Edinburgh, Lord William Kennedy. Friends are requested to accept of this intimation.

LAWRENCE—On the 21st Feb., at Biarritz, Major-General Alexander William Lawrence, Colonel-in-Chief of the 2nd Cavalry, H.M.'s Indian Army, Madras Presidency, eldest brother of the late Sir Henry Lawrence and the present Viceroy of India.

LEISK—On the 21st Jan., at Singapore, Capt. W. C. Leisk, many years surveyor for Lloyd's agents at this port, aged 50.

MANCHA—On the 25th Feb., at St. Leonard's-on-Sea, Anselmo Joachin, the eldest and beloved son of Joachin de Mancha, of Clapham-park, aged 20 years and 11 months.

MATHESON—On the 3rd March, at Ventnor, Rachel Eleanora, widow of Colin Matheson, Esq., aged 35.

REID—Drowned, with ten seamen, forming part of the boat's crew, whilst crossing the bar off Osaka, Japan, through the capsizing of a boat, Lieutenant Commander J. H. Reid, U.S. Navy, Flag Lieutenant to Rear-Admiral Bell.

SLADE—On the 5th March, at 24, Quai de la Douane, Boulogne-sur-Mer, Ernest Augustus Slade, Esq., fifth son of the late General Sir John Slade, Bart., G.C.H.

SMITH—On the 3rd March, at Thorpe Lee, Surrey, the Dowager Lady Bowyer Smijth, in her 82nd year.

SCHMIDT—On the 27th Dec., at Nagasaki, Japan, Adolf Edmund Ottokar Schmidt, Esq., native of Leipzig, Saxony, aged 28.

TURNOR—On Christmas-Eve, 1867, at Hiogo Bay, Inland Sea, Japan, Archibald Henry Turnor, Lieut. of H.M.S. Rodney, aged 26.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—We have no change for the better to report. The disturbed state of the country, the excitement prevalent in consequence of opening of the new ports, and the approach of the Japanese New Year's holidays, have all operated as causes to prevent any improvement. The business done has been of the most insignificant character and the prices of some principal staples have again declined. Cotton Yarn was down $2 a picul and S.S. Camlets $0.50; Black Velvets have retained their value. No business was reported from Osaka or Hiogo where political intrigue was likely to stop the commencement of the trade for some time to come. Cotton Yarn: Was in moderate demand at quotations, which will be observed to show a fall of from $2 to $3 a picul on last rates. A considerable quantity has been sold ex Neville, badly damaged chiefly, but still at proportionately very low prices. Grey Shirtings: Were in less demand. 7lbs. have fallen slightly. All other descriptions of Cotton piece goods were out of demand and nominal at quotations, except Black Velvets, which have retained their value and were in request. Quotations were:—Cotton Yarn: Nos. 16 to 24, $48 to 50 per picul; Nos. 28 to 32, $58 to 61; Nos. 38 to 42, $54 to 55. Cotton Piece Goods: Grey Shirtings, 7 lbs., $2.75 to 2.90 per piece; do., 8.4 lbs., $3.30 to 3.40; do., 8.6 to 8.8 lbs., $3.30 to 3.40; White Shirtings, 56 to 60 reed, $3.30 to 3.50; do., 64 to 66 reed, $3.70 to 3.80; do., 68 to 72 reed, $3.90 to 4.20; T-Cloths, 6 lbs., $2.25 to 2.50; do., 6.8 to 7 lbs., $2.70 to 2.90.

SHANGHAI.—Grey Shirtings: Have continued in fair inquiry, and several cash sales have been effected at 2.22 to 2.27 for 8.4 lbs. Rates to arrive were much as last quoted, say 2.2C to 2.27 per piece, at which figures some further transactions are reported. 7 lb. goods were worth 1.90 to 1.95 taels per piece. White Shirtings: Have changed hands to arrive at 2.34 to 2.5C for 64 reeds. T-Cloths: The low prices ruling have tempted buyers, and a moderate business has resulted. Woollens: Continue very dull, with the exception of Camlets, which have been in good inquiry at a slight advance on last prices. It seems probable, from the present aspect of affairs, that there will be an active business after the native holidays. Metals: Iron Nail Rod: No business doing, the market remains steady. Stocks were light Hoop, Flat and Round without change. Coals: Supplies were somewhat in excess of demand, still, in one or two kinds rather better rates have been marked. The quotations were:—Grey Shirtings: 7 lbs., $1.9 to 1.9.5 per picul; 8¼ to 8½ lbs., $2.2.2 to 2.2.8; 9 to 9¾ lbs., $2.6 to 2.8.5. White Shirtings: 56 Reed, $2.1.8 to 2.2 per picul; 60 reed, $2.3 to 2.3.5; 64 reed, $2.3.5 to 2.4; 66 reed, $2.4.5 to 2.5.5. T-Cloths: 6 to 7 lbs., $1.4. to 1.9 per picul; 8 to 8.4 lbs., $2.2 to 2.6.

HONG KONG.—There have been a few transactions in piece goods, and thus far the appearance of the market was of decided weakness. Sales reported embrace 2,500 pieces 8.4 Grey Shirtings at $2.95, 1,000 pieces 6 lbs. T-Cloths at $1.90, 50 bales 16-24 Cotton Yarn at $1.30, and 200 pieces Camlets to arrive at $19.25. Raw Cotton was very firm, and the market appears to have a slightly upward tendency. Stocks were very much reduced, and but two cargoes were coming forward. Any activity in the demand for this staple would clear the market.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—Business here in this staple has been rather less than during the period last reported. About 3,800 piculs only have been settled, at prices which have varied considerably, but close as quoted, with hardly any alteration from our last. Stocks were much reduced, there being only about 1,600 piculs of marketable tea in stock, and some teamen were asking an advance on quotations in consequence. But we hear of considerable stocks up country, and foreign buyers do not concede the rise. The quotations were:—Laid down in London, at exchange 4s. 4¼d.:—Finest, 1s. 9½d. to 1s. 10d.; fine, 1s. 6½d. to 1s. 8½d.; good medium, 1s. 3½d. to 1s. 5½d.; medium, 1s. 1⅜d. to 1s. 2½d.; good common, 11¾d. to 1s. 0½d.; common, 10¾d.

SHANGHAI.—Black Teas: In these we have no change to report. The stock consisted exclusively of a class of tea which continues to be in excess on the London market, and only a few isolated buyers have been willing, in consequence, to concede the higher rates demanded. Arrivals have been few, so that notwithstanding the small amount of settlements the stock shows a farther diminution. The settlements comprise:—Exchange at 6s. and freight £3 per ton:—1,200 chests Oonam (common Congou) at tls. 18 to 18.5, equal to 1s. ½d. to 1s. 1d.; 1,200 chests Ningchow (third crop in half-chests) at tls. 19 to 21, equal to 1s. 1¼d. to 1s. 2½d.; 200 chests Hohow (common flat leaf) at tls. 16.7.5, equal to 11⅜d. Reshipments, 600 chests. Stock, 7,400 chests, against 14,000 at same date last year. Green Teas: A very active competition has absorbed the few supplies that have come to hand immediately on arrival. Prices again show a marked rise in all kinds, but the lower grades have proportionately commanded the highest advance. Compared with last year we find common Japan and Shanghai packed teas about forty per cent. dearer, these being the grades which a short crop is expected chiefly to benefit. American and English buyers have shown themselves equally eager to purchase, and the three chops of good tea left in stock were being held over the China new year in the expectation of still higher prices. The settlements comprise:—14,000 half-chests, Moyune, common to fine, at Tls. 38.0.0 to 45.5.0, equal to 2s. 1d. to 2s. 5¼d; 4,000 half-chests, Teenkai, common to fair, at Tls. 35.0.0 to 44.0.0, equal to 1s. 11d. to 2s. 4½d.; 3,000 half-chests Fychow, common to medium, at Tls. 32.0.0 to 36.0.0, equal to 1s. 9d. to 1s. 11⅜d.; 3,000 half-chests Pingsuey, common to medium, at Tls. 34.0.0 to 37.5.0, equal to 1s. 10½d. to 2s. 0¼d.; 4,000 half-chests Shanghai-packed common to fair Japan medium, at Tls. 28.0.0 to 39.0.0, equal to 1s. 6¾d. to 1s. 11½d. Reshipments, 14,000 chests. Stock, 5,000 half-chests of all kinds, against 38,000 at same date last year.

HANKOW.—By advices to the 18th January we learn that the total transactions in Tea had been the sale of 1,400 chests common Oonam, at Tls. 12.3.5 to 13.7 per picul, prices nearly on a par with the sales at Shanghai. About 1,000 chests had been shipped to Shanghai on teamen's account, and about the same quantity more was expected from the country to complete the supply for the season, there being no stock on the market.

KIUKIANG.—We have advices from this port to the 20th January. Black Tea: The total settlements amounted to 700 packages—500 Kiukiang packed tea at 13.3 to 15 tls., and 200 half-chests Ningchow at 14⅛ tls. One chop had been shipped on native account, and no stock was left. Green Teas: There had been two settlements, amounting to 500 half-chests Moyune at 26.2.5 to 27 tls., or fully 3 tls. below prices here; the other arrivals had been at once shipped to Shanghai, leaving only 700 packages in stock, some 10,000 packages more being expected from the country before the close of the season, leaf of common quality being very cheap, and the high rates paid at Shanghai tempting speculators.

SILK.

YOKOHAMA.—Prices have been gradually rising until an increase of $50 has been fully established, and the market closes firm. A large business would have been done in fine silks, therefore, had supplies been available. These, however, have been very meagre, and the stock was reduced from 550 to 400 piculs, most of which was of inferior sorts. Anything good was taken up immediately on arrival from the country, or on its redemption from godowns where it has been lying in pawn, in which position there is no doubt that a considerable quantity of good silk remains. The high prices ruling may be expected to bring this out, and after the new year's holidays, which would commence on the 25th January, we may confidently look for an active business with a well stocked market. Quotations laid down in London at exchange 4s. 4¼d. were:—Mybash and Sinshu: Extra, 33s. 3d. to 34s. 1d.; best, 31s. 4d. to 33s.; medium, 29s. to 31s.; inferior, 23s. 2d. to 27s. Oshu: Best, 30s. 2d. to 31s. 6d.; medium, 25s. 6d. to 27s. 6d.; inferior, 21s. 2d. to 23s. 6d. Koshu: Best, 26s. 8d. to 28s. 3d.; medium, 23s. 6d. to 24s. 8d.; inferior, 21s. 7d. to 22s. 9d. Sodai: Best, 26s. 8d. to 27s. 10d.; medium, 24s. to 25s. 6d.; inferior, 21s. 7d. to 22s. 4d.

SHANGHAI.—There has been a very excited Silk Market, and a large business has resulted, the more favourable advices of the Home Market inducing foreigners to operate largely. Settlements were estimated at fully 1,800 bales, including 500 bales settled at the close of last mail. The greater proportion of the transactions consist of medium and second crop Silks, chiefly Tsatlees, many parcels of which were rejected after inspection, only to be settled at much higher prices subsequently; in fact no Silk has appeared too inferior for some Chinese brokers, who purchased all parcels refused, and resold them at a profit to foreigners. Prices have considerably advanced, and may be quoted 15 to 25 taels per picul higher for Chop Tsatlees; 30 to 50 taels per picul higher for medium and common Tsatlees; 15 to 30 taels per picul higher for Karshing and other Taysaams; 15 to 35 taels per picul higher for Hainings, &c., &c. At one period the Chinese succeeded in obtaining almost any prices they chose to ask for their Silks. The unsold stock, at one time reduced to a few hundred bales, was estimated at about 1,200 bales, chiefly undesirable descriptions.

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EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 3⅝d.	4s. 4½d.	4s. 4¾d.
Shanghai „ „ ...	5s. 10⅝d.	5s. 11¼d.	6s. 0d.
Canton „ „	4s. 3¼d.	4s. 3¾d.	4s. 3¾d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	4s. 3½d.	4s. 4d.	4s. 4⅛d.
Manila „ „ ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300½ to 301	218½ to 219
„ Hong Kong	28 p.c. dis.	—
Par silver	Tls. 111.4	11½ prem.
Mexican dollars	Tls. 73.0.0	2 prem.

Bous, at Yokohama, 300 to 301 per 100 dols. At Nagasaki, — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 1; Old, 10 per cent. premium.
China Gas Company, par.
Hong Kong and Whampoa Dock, New, 15; Old, 25 per cent. premium.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 100 dols. premium.
Hong Kong and Macao Steamboat Company, 18 per cent. discount.
Hong Kong Hotel shares, 55 per cent. discount.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From Baltimore, Jan. 6, James F. Patten.

At SHANGHAI.—From London, Jan. 8, Shakespeare; from Cardiff, 19, Peter Rohland; 22, Devonshire; from Swansea, 23, Aunt Lizzie; from Shields, 20, Gateshead; from Penrath, 22, Gasper; from Rio de Janeiro, 9, Alicia Annie; from New York, 20, Kadosh; from London, Feb. 6, Taeping, Sir Jamsetjee Family (reported by telegram).

At HONG KONG.—From London, Jan. 28, Sophie; from Liverpool, 22, Ajax (str.); from Cardiff, 28, Ocean Spray.

At SINGAPORE.—From Cardiff, Jan. 28, Cecilie; 30, Delft; from Newcastle, Far Away; 31, Batavia.

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 6, Benefactor.

From SHANGHAI.—For London, Jan. 19, James Shepherd; 22, Royal Diadem; for New York, 11, Homer.

From SINGAPORE.—For London, Feb. 3, Eastern Star; for Falmouth Malvina Vidal; for Cuxhaven, Jan. 29, Gazette.

COMMERCIAL POSTSCRIPT.

—o—

Sir Frederick Halliday, K.C.B., was yesterday appointed chairman of the Anglo-Indian Telegraph Company, in place of the late Mr. Charles E. Stewart.

TEA.—The Greens ex *Ebastone* are on the market, but are not favourably thought of. Business is very quiet, and the transactions sinc the sales on 4th have been very small.

ARRIVALS NOT IN THE TABLES.—March 5, at London, from Foochow, Cleveland; Jan. 16, at Buenos Ayres, from Hong Kong, Sun Lee; March 5, at Deal, from China, Finzel; 5, in the Downs, from Singapore, Flora.

DEPARTURES.—March 5, from London, for Yokohama and Nagasaki, Queen of the Age; for Singapore, Meridian; for Colombo and Trincomalee, Boldon Lawn; Feb. 29, from Sunderland, for Galle, Berdinka; Jan. 22, from Monte Video, for Galle, Rose.

LAID-ON.—At London, for Singapore, Carl Wilhelm; at Liverpool, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai, Diomea (s.); for Galle, Amacree; for Singapore, Eastern Chief; at Greenock, for Galle, Queen Bee.

SPOKEN.—Thusnelda (Swed. barq.), for Singapore, Feb. 8, 1 S., 33 W.; Thomas Brown, Foochow to Boston; Hermann and Emma, Hamburg to Hong Kong, Jan. 29, 9 S., 29 W.; Conrad, Yokohama to London, Jan. 8, 34 S., 27 E.; Theresa, Bankok to Hamburg, Nov. 30, 5 S., 107 E.; Chusan, Liverpool to Hong Kong, Feb. 3, 3 N., 24 W.; Alcyone, Batavia to Amsterdam, 8, 17 N., 40 W.; E. Lisse (?), Canton to Wick (?), Jan. 3, 35 S., 19 E.; Vampire, Macao to Hamburg, Feb. 20, 23 N., 34 W.

MISCELLANEOUS.—The Chetah has been accepted by the Admiralty for conveyance of stores to Hong Kong.

The amount of salvage awarded to the captain and crew of the *Fusiyama*, which salved the *Maggie Leslie*, has, we hear, been fixed at £10,000. The vessel was reloading her cargo of tea by last advices from Batavia, and would shortly sail for London.

MEETING OF HONG KONG MERCHANTS, &c.

A numerously attended meeting of bankers, merchants, and other gentlemen interested in the colony of Hong Kong (a list of whom will be found below) was held on Monday, the 2nd inst., at the London Tavern.

Mr. JAMES WHITE, M.P., who took the chair in accordance with the wish of the meeting, opened the proceedings and said: I recognise amongst my old friends here many who have much larger interests in the colony, and who are much better qualified than I am, from having more recently visited and resided in Hong Kong, to take the chair. I am, however, most anxious to co-operate with you in our common object, and without the slightest desire to control your proceedings, to lend my humble aid towards the redress of those grievances which all who are interested in Hong Kong are complaining of. This is a preliminary meeting, and we do not so much expect to move resolutions or to give effect to any decisions that we may come to, but rather to hear what any gentleman has to say, and see what action it will be best for us to take.

Mr. DUDDELL: I think it would be the best to propose at once that w resolve ourselves into a co-operative association to aid the Hong Kong Association, and for that purpose it will be proper to elect a committee. Having constituted ourselves into such a body as this we shall then have a *status*, and be prepared to discuss the various topics affecting the interests of Hong Kong. I think it will be best that the present meeting should at once proceed to elect a committee, and that thenceforth we shall all earnestly co-operate to improve the condition of Hong Kong. An old resident in the colony, Mr. Lapraik, has just put a list of names into my hand, but we must first have the sanction of the meeting for our general object, that is, the formation of an association to co-operate with the Hong Kong Association, and I shall be obliged if some gentleman will make a motion to that effect. I had perhaps better first explain the object for which the Hong Kong Association was inaugurated. Hong Kong is a Crown colony, and does not possess a Representative Legislative Assembly. There are three mercantile gentlemen to five or six colonial officials who form the Executive Government of the colony. Sir John Bowring endeavoured to improve the legislative position of the colony, but Mr. Labouchere put his endeavours upon one side, and from that time until now, for more than 15 years the colony has remained under the control of the Governor and a majority of Crown servants. As you know, a variety of grievances have cropped up in the community; the English and foreign European residents have from time to time called aloud for redress, but have always been overridden by the official element in the Government as at present constituted, and have never yet been able to make themselves heard in England. The first thing of which they complain is the enormous tax of £20,000 a year levied upon the small European community of Hong Kong as a military contribution. (Hear, hear.) Against this they contend that Hong Kong is a second Gibraltar in that part of the world, and that it protects not only the interests of the commerce of England but of Europe at large, as there is no other great military or naval station of any other Power so close to China, and all Europe reaps the benefit of this establishment, which the European community of Hong Kong is compelled to support. (Hear.) I am an ex-resident of Hong Kong, and for a long period I worked hard there, and did much to make it a colony; and therefore I feel deeply aggrieved to see it in its present deplorable condition. I am informed that the Chinese population is quitting the colony, in consequence of the arbitrary legislation constantly changing and extremely irksome to which they are subjected. The public works are being carried on in a most slovenly slip-shod manner. At a time when numbers of able and competent men would be willing to go out to erect the Praya and hospitals, to lay out the streets and drains, we are under the Surveyor-General, one of the officials of the colony in whose charge is the whole of these works and repairs, which are done by a most inadequate staff of Chinamen. (Hear, hear.) I will not further take up your time. When we have formed our association, which shall have a *status*—but until then we have none; and I at least feel that I am presuming to attack the Government of the colony and its ordinances. I therefore beg to propose that we form ourselves into an association to co-operate with and aid the Hong Kong Association, such association to be constituted by all the gentlemen now present, and under the guidance of a committee to be now proposed.

Mr. LAPRAIK seconded the motion.

After some conversation as to the terms of the resolution,

The CHAIRMAN put it as follows:—"That a Hong Kong Association be now formed, and be constituted of the gentlemen now present, and of such others as from local concerns, or feeling an interest in the colony, may be disposed to join."

Carried unanimously.

Mr. LAPRAIK then moved that the committee be composed as follows:—Messrs. James White, M.P., R. Gilman, W. Walkinshaw, W. H. Vacher, C. J. F. Stuart (Oriental Bank), J. Whittal, Thos. Sutherland, Ed. Halton, D. Lapraik, Geo. Duddell.

The CHAIRMAN: Has any gentleman any other name to suggest? We shall probably have to wait upon the Duke of Buckingham, the Secretary of State for the Colonies, with a plain temperate statement of facts, and bring the matter before the Imperial Government as well as before the public in this country. What other steps there are to be taken will rest with the committee which, if I may judge at all, will not commit the association to any course without first convening you and taking your opinion. We desire no assumption of power, but to co-operate so that we may all work together for the common object. (Hear, hear.)

Mr. GILMAN suggested that Mr. Mercer, late Colonial Secretary, should be added to the committee.

The CHAIRMAN then put the resolution, which was also agreed to unanimously.

The CHAIRMAN: We shall be glad to have the suggestions of any gentleman present who has lately been in Hong Kong, and can afford us any information.

Mr. GILMAN: As my name is on the committee, I should like to say a few words, but I do not know whether, in expressing my own sentiments, I am expressing the opinions of the gentlemen with whom I am associated. I think it is desirable that the committee should be informed of the particular objects to which we shall have to direct our attention. We have already received a copy of a petition from the Hong Kong Association addressed to the House of Commons. The petition itself has not arrived and I do not know when it is coming, or to whom it will be sent; but having glanced over that petition, it appears to me that it does not treat the question in the most judicious manner. I do not think that the case of Hong Kong is stated in the best way, and other things which ought not are mixed up with it. I allude to the question of the Praya we are called upon to repair in consequence of the injuries done by the late typhoons; but whether we are justly called upon or not is a matter to be decided by a legal tribunal, and I believe I am right in saying that an action has been commenced by the Government against Messrs. Jardine, Matheson, and Co. to try the question. If the law decides that the owners are to make the repairs, we cannot expect the Government to step in between us and

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the law. That question, I think, should not be mixed up with the general case. The most substantial grievance is the tax of £20,000 a-year as a military contribution, in the benefit of which all China shares, and which it is most unjust to charge upon Hong Kong alone. (Hear, hear.) It is to this matter, I think, that the efforts of the association should be at first directed. The committee when it meets will have the opportunity of discussing what other matters it should direct its attention to; but I should like to know what it is intended to do, for I should not like to be on the committee unless I could do so with all my heart. (Hear, hear.)

Mr. DUDDELL: Allow me to explain my idea of the objects of the association. First of all, we have to obtain a status with an active and willing committee supported by the eclât which it will receive from such an influential meeting as this. Having done this, we shall gain a hearing when we proceed to concert our measures, and I do not think the committee is likely to ask anything that is not correct or proper. The Praya question will, no doubt, be legally decided. The petition is coming home, and not being a Parliamentary agent I cannot say whether we can interfere with the terms of it. I think it would be desirable to get the means to employ able legal assistance, or obtain some one to sit at the board of our com mittee as our Parliamentary agent or honorary solicitor. In doing this we shall steer clear of all shoals or misadventures. I suggest, therefore, that we at once raise a subscription to supply the sinews of war wherewith to employ a solicitor to aid us in any attempt that we may make to benefit Hong Kong. There are many matters on which the Hong Kong Association will have to refer to us for advice which they cannot get in China at any price, and which we shall by this means be able to afford them.

The CHAIRMAN: As our arrangements are still in an immature condition I may be pardoned if I say what I think the committee is intended to effect. In the first place we ought to draw up a memorial to the Secretary of State for the Colonies, setting forth in temperate terms the pleas which we have to urge with reference to the military contribution, the Praya grievance, and the magnitude of the assessments, which in some cases, as I can testify, are largely in excess of the absolute rental. We shall also be incorporated as a general association to suggest what we think will benefit the colony, or point out what we think will be detrimental to its interests. For instance, the establishment of the Mint, and similar questions. I must say, I think we shall act unwisely if we identify ourselves with this petition. There is much in it with which I for one do not agree. We have all of us been in the colonies, and we know—perhaps it is the climate, or perhaps it is not having representative institutions to act as a vent—that there is a tone of invective and animadversion in them which would not be tolerated in England. We should especially avoid adopting this kind of language; it would be highly mischievous if we mean to approach the Colonial Office. Whilst we wish to co-operate with the Hong Kong Association, I should be sorry to identify ourselves with, or adopt every resolution that might come from it. If we do our influence will be much diminished, and our status quite destroyed. (Hear, hear.)

Mr. H. B. GIBB: I presume you will look to information from the Hong Kong Association to guide you?

The CHAIRMAN: We wish to act with the Hong Kong Association in doing what is best for the colony, but not to identify ourselves absolutely with it. Our union will be mutual, but it is really too much to expect that we should accept, without consideration of our own, every determination that the Hong Kong Association may come to. That would place us in a false position.

Mr. GIBB: It struck me that this association was to carry out the views of the Hong Kong Association.

The CHAIRMAN: Would you ask us to adopt this petition? (Hear.)

Mr. GIBB: I think that our memorial ought to be framed in accordance with that petition, only in a different shape.

Mr. KINGSMILL: We are not to be a mere echo of the Hong Kong Association. We are quite as much interested in the welfare of the colony. Many of us have only left it a short time, and many of us are going back again. It would be unwise to place us here in the position of a mere echo of the association in Hong Kong. We shall be glad of information as to the state of the colony, and to act with it in everything for its benefit, but we still ought to have an opinion of our own as to the best way of carrying out these views. We can both of us be independent, and still act side by side. (Hear, hear.) I have a strong opinion on the Praya question, but now that is referred to a court of law I think it would be foolish to try and take it away. The chances are it will not end in the Hong Kong court, but will go to the very highest tribunal of all—the Privy Council, and we may feel assured, whatever be the decision, that it will be strictly in accordance with the law. We must not put ourselves in opposition to the law, but if the decision be unfavourable we must try to have the law altered for the future. Allow me also to make a suggestion with respect to one matter to which the committee ought to direct their attention. It has long appeared to me that the constitution of the Legislative Council wanted altering. (Hear, hear.) There is too great a predominance of the official element in it. It is mockery that there should be only three non-official members. They can, it is true, raise their voices; but what is that to the men who have the majority of the seats? What is the good of raising their voices? They may protest until they are black in the face, but the official element will control everything. Take the case of the estimates. They are laid before a committee, but what alteration can we get made in any one of them? They are made up by the Governor beforehand, and all the Council has to do is to pass them. Many of the officials have been friends of mine, but still, standing here, I cannot conceal my opinion of the waste that has been going on. The Surveyor-General's department has for years been literally throwing money into the sea. Most of the public works have been of no use, and many of them have had to be done two or three times over. If we had the money that has been wasted in this manner available now this £20,000 a year would not trouble us much. We want an entire reform of the Administration; we want a local element of sufficient power to control the expenditure—to say that this shall be done and that shall not be done. At present the Governor has absolute control over everything. He goes out for his five years, and avails himself of the opportunity to air his own hobbies. We know the grievance of the water frontages. That was a Governor's hobby, although all practical men at the time said it would never be of any good. Before I went to China I knew something of bricks and mortar; but I used to blush for shame to see the wretched way in which the public work used to be done there. It was bad altogether. Some gentleman has mentioned the Mint. I am afraid that the Government was not altogether responsible for that. Great expectations were entertained as to what would result from the Mint. It has cost a lot of money, a long time, a great quantity of materials and land, and there it is—of no use whatever. Then, again, with respect to the roads and bridges; the way in which they are laid out and constructed could only result in a most grievous waste of money. Bearing this in mind, it would be well if the committee would collect the principal facts with respect to this expenditure during the last few years, and lay them before the Duke of Buckingham. We must press upon him the necessity of altering the constitution of the Legislative Council. There must be less of the official and more of the local element.

Mr. CLEVERLY: I can hardly stand by and hear such attacks on the department with which I was connected, and especially on myself, who as Surveyor-General had charge of the public works. Those who knew me then know how heavy a charge that was. I was singlehanded; I had no assistance either in my office or out of my office. I had to do all my own office work and then to go out to make my surveys and superintend all works. It was utterly impossible for me to say whether they were well or ill done, for I had no overseers for that duty, except perhaps a soldier or a sailor whom I had to instruct as I best could. I complained time after time, and if gentlemen will call for some of my reports they will see how I suffered from want of overseers, and will arrive at a correct knowledge of what they are pleased to call my *laches*.

Mr. KINGSMILL: I had not the slightest intention of attacking Mr. Cleverly personally, but I must thank him for so exposing the very bad state of things to which I wished to call attention.

Mr. ARTHUR SMITH: I think it would be as well in the first place to communicate with the association in Hong Kong, for they will think that they are quite as competent to form an opinion on the spot as we are here. Neither do I believe that they will submit to have anything that they suggest put into any other form by any committee in this country; but knowing the gentlemen who are going to take an active part on the committee, I feel little doubt that they will cordially assent to have their views put into shape by such a committee, knowing perfectly well the trusty hands to which this duty will be assigned. I think it would be better to leave the committee to decide with respect to drawing up the memorial.

Mr. DUDDELL: I do not wish to supersede but to co-operate with the association in Hong Kong, and it will be our first duty to communicate with them. We have all of us been I believe, by the last mail, requested to co-operate with them, and I have no doubt that whilst we are communicating with Hong Kong and getting their sanction to our united co-operation, we might also communicate with the Secretary of State and request him to assist us in preventing the flight of the Chinese from the colony in consequence of the incessant annoyances to which they are subjected from the perpetual changes in the police regulations. I have just received the last ordinance for the prevention of contagious diseases. Its clauses are the most extraordinary ever issued to an immoral, ignorant people like the Chinese. It is not surprising that they leave the colony when they are pestered with such ordinances as these—with Chinese protectors, and the police visiting them at all seasons, and prying into their most domestic affairs. If this is to go on, you must not be astonished if Hong Kong sinks into a mere fishing village, and Canton rises on its ashes. I am afraid, however, that we cannot approach the Colonial Office without some authority from the colony, for it is contrary to the regulations to do so, except through the colony. We have, however, a precedent before us. The community of Singapore has already constituted a Straits Settlements Association; but we must be cautious.

Mr. H. B. GIBB: No doubt the Contagious Diseases Act is irksome to the Chinese, but it is of great importance to the colony. The evil had risen to such a pitch, that it was absolutely necessary to deal with it.

The CHAIRMAN: Were you a member of the council?

Mr. DUDDELL: All I can say is, that the Chinese are leaving the colony through fear of it.

Mr. A. SMITH: It has already been of great benefit to the military.

The CHAIRMAN: Does any other gentleman desire to make any remarks? No one coming forward,

Mr. VACHER proposed a vote of thanks to the chairman, which, having been seconded in several quarters, at once was carried by acclamation, and the proceedings terminated.

The following gentlemen were among those present:—

James White, M.P.
H. B. Gibb.
F. J. Kent.
Eldred Halton.
N. Crawford.
W. Henderson.
Walter Ormiston.
F. J. Angier.
J. C. Baldwin.
S. B. Rawling.
G. Bird.
D. Lapraik.
T. A. Lane.
Ludwig Wiese.
W. H. Vacher.
C. T. Willson.
Geo. Harper.
Y. J. Murrow.
J. W. McLaren.
C. W. Broad.
Arthur Smith.
G. H. Heaton.
S. P. Hall.
A. J. How.
R. J. Gilman.
Jno. Thompson.
W. Lane.
Edw. Baker.
Fredk. Woollett.
Geo. Duddell.
W. Walkinshaw.
A. Walkinshaw.
Chas. St. G. Cleverley.
Patrick Campbell.
William Lamond.
A. Scott.
Henry Laycock.
A. Rodger.
T. O. Borradaile.
H. H. Severs.
E. J. Gilman.
J. D. Crum-Ewing.
H. N. Lay.
F. Andrews.
Henry Kingsmill.
G. Williams.
F. W. Bowra.
Jno. Scarth.
A. R. Hudson.
Thos. Peacock.
W. Harding.
Ambrose Parsons.
R. Strachan.

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The London & China Telegraph.

LONDON, SATURDAY, MARCH 7, 1868.

THE MEETING OF HONG KONG MERCHANTS, &c.

THE meeting which we announced in our last issue was held at the London Tavern on the 2nd inst., and a full report of the proceedings will be found in another column. It was numerously attended, and must be considered in all respects a satisfactory demonstration; while from the unanimity that prevailed it may be anticipated that the committee will have little difficulty in carrying out the objects in view. It will be seen that the justice of our strictures on the Hong Kong petition was fully confirmed by the chairman as well as by other speakers. At the first meeting of the committee (to be held in the course of a few days) a memorial to the Duke of BUCKINGHAM, Secretary of State for the Colonies, will be drawn up, to be afterwards presented by a deputation. Until they have taken this step, and ascertained from the manner of their reception the feelings entertained by his Grace regarding their grievances, the committee cannot well know on what ground they stand. In the Duke however they will find a man who gives close personal attention to matters thus brought to his notice, and who invariably receives such deputations with patience and courtesy. The question of the liability of Crown lessees to rebuild the Praya destroyed by the late typhoons is purely a legal one, and should be allowed to remain so. Should the decision from Hong Kong be an adverse one, the appeal case will at once be placed in the hands of Messrs. FRESHFIELDS, who will be supported by the most able counsel. This is undoubtedly the best course to adopt in this particular case, but we think that on other points, the committee will do well to conduct their affairs as far as possible, without being fettered by legal advice and forms.

THE STRAITS SETTLEMENTS ASSOCIATION.

A GENERAL meeting of this association was held at the offices of Mr. BOUSTEAD, on the 21st ult., to consider the recent Acts of the Straits Legislature, and questions of revenue and expenditure generally. Mr. JOHN CRAUFORD, the president, was among those present, and Mr. W. NAPIER took the chair. With regard to the Passenger Ships Act of 1867, several condemnatory resolutions were passed, to the effect that the Act, so far as it applies to ships trading between ports within the colony, is totally unnecessary, as no abuse or overcrowding calls for it; that it is valuable only as applied to ships going distant voyages, such as to Arabia and China, and should be restricted to such; that the three days' notice of sailing to be given to the Surveying Office by every passenger ship, is vexatious and oppressive; and that the penalties for contravention of the Act are arbitrary and excessive. The well known passage in Governor ORD'S speech, hinting at the possible "establishment of import or other duties" was then read, and resolutions passed condemning it as subversive of the vital principles on which the Government of the Straits is founded. On both these subjects it was decided to communicate the opinions of the Association to the Secretary of State for the Colonies. The Dutch encroachments in Sumatra were next discussed, and it was decided to solicit the intervention of Her MAJESTY'S Government to check them; and the business concluded with a resolution to support the petition now on its way from Penang, regarding the omission of that port from the new mail contract. The Straits Association has certainly commenced its work with praiseworthy vigour.

MILITARY ESTABLISHMENTS IN THE FAR EAST.

THE Army Estimates for the present year, just issued, include some items of special interest to our readers,—namely, those relating to the military forces maintained in China, Japan, the Straits, &c. The "Hong Kong Corps," which it was last year proposed to raise for special service in that colony, does not appear at all, a regiment of native Indian troops (880 men) being substituted.* Hong Kong—under which head are included all China and Japan—is set down for a total force of 2,685 men; and the whole military expenditure for this station (including works) is estimated at £233,956, of which £20,000 is to be repaid by the colony. The Straits Settlements including Labuan, take 1,609 men, at a cost of £97,398, of which £59,300 is to be refunded from the Colonial Treasury. Ceylon figures in the estimates for 2,084 men, costing £146,824, while the amount to be returned is no less than £160,000. Thus Ceylon pays a sum actually in excess of the entire cost of its military establishment; the Straits Settlements, contribute nearly two-thirds of it; and Hong Kong only a trifle over one-twelfth. As a mere matter of proportion therefore, Hong Kong would seem to have the least reason of all three to complain; but it must always be remembered, firstly, that Ceylon and the Straits are rich in natural productions, while Hong Kong is a mere barren rock; and, secondly, that the force set down to Hong Kong is really for service in all parts of China and Japan, while that in each of the other colonies is solely for its own protection. We may add, that the colonies take altogether 50,025 men, at a total cost of £3,388,023, the aggregate return being £365,700. Canada, Nova Scotia, and the West Indies return nothing.

TELEGRAPHS TO INDIA AND THE FAR EAST.

THE very seasonable question lately asked in the House of Commons by Captain VIVIAN, relative to the telegraphic communication with India, was answered by Sir S. NORTHCOTE in a manner which showed that the members of the present Cabinet are fully alive to the national importance of the subject, and may, when they have leisure to devote attention to the subject, do something to atone for the culpable indifference of previous administrations. Perhaps the moderate guarantee of 5 per cent. asked for by the Anglo-Indian Company will ere long be accorded; and this is the only thing wanting to enable its projectors to carry out their praiseworthy scheme, regarding which *The Times*, in an able leader, remarks:—"No improvements "which can possibly be made in the overland lines *via* Russia. "Prussia, and Turkey, can deprive this proposal of its great "recommendations, because, even if they were successful, they "would merely end in throwing an immense amount of traffic "into the *single* cable now laid in the Persian Gulf. Three "land lines would be carrying messages to one submarine "cable, where a block would inevitably occur." There is no doubt that the advantages of another line of communication with India, *via* the Red Sea are too great to be overlooked, and the project will doubtless be shortly carried into execution by the Telegraph Construction Company, into whose province it legitimately falls; but there are other lines connected with the East which equally command the sympathy of the commercial community, and have no slight claim to the consideration of the Imperial Parliament. There are our communications with China and Australia. True it is that information is already quickly conveyed to and from the former by way of Russia as well as by Japan and America, but these lines are likely to be interrupted at any moment by political complications, and the same may be said of Messrs. SIEMENS' new land line. It should be our endeavour, as it is our duty, to ensure the safety as well as the rapidity of our communications with the seat of our important trade in the Far East, as well as with our valuable Australian colonies. How this desirable end is to be attained with the best chance of success, the least delay, and the minimum of cost to the public is a question which does not appear to be involved in such great difficulties as might at first be supposed, and the solution of which simply consists in the extension of a land line from the Tenasserim provinces to Singapore, through the native States of the Malay Peninsula. From the best information obtainable, the plan does not present any obstacle which has not been already repeatedly overcome in India, Burmah, Sumatra and Java; and by a comparison of the cost of similar lines in the above countries it will be easy to form a fairly correct estimate of the cost of construction

* Orders have been transmitted to Madras for this force to proceed at once to Hong Kong.

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and maintenance of such an undertaking. There can be no doubt that it would be infinitely less costly in the first instance, and less expensive to keep in order than a cable laid in those treacherous waters, and also would be put in efficient working order in a much shorter time. The immediate consequence of the completion of this line would be the transmission of messages to and from China in fourteen days under ordinary, and nine days under favourable circumstances, as steamers to and from China are daily passing Singapore. The Netherlands Government are prepared to lay a cable between Malacca and Bancalis, and thence through Sumatra and Java to Sourabaya, so that Sydney would also be able to communicate with London in fifteen days with ordinary, and twelve days with favourable opportunities; the communication between Java and Cape York, where the Australian telegraphic line would probably terminate, being kept up by fast steamers running between Brisbane and Batavia. With time, these communications would be improved by cables laid between Singapore and China, Java and Australia; but in the meanwhile the plan suggested would, if carried out, prove a very considerable improvement upon existing arrangements, would be of easy accomplishment, can be put into execution without loss of time, and would offer, from the comparatively small outlay required, a fair prospect of remuneration.

DEATH OF ARTHUR ANDERSON, ESQ.

It is with deep regret that we record the death, on the 28th ultimo, of Mr. Arthur Anderson, who was one of the originators, in 1840, of the Peninsular and Oriental Steam Navigation Company, of which he has been chairman since 1862. He was also chairman of the Crystal Palace Company, and director of the Union Steamship Company and the Marine and General Mutual Life Assurance Society. In private life the deceased gentleman was greatly respected, and his death will be mourned by a very large circle of friends. He was in his seventy-seventh year.

Mr. Anderson was born at Lerwick, in Shetland, and in early life joined the navy as purser's clerk. He subsequently left the navy, joined Mr. Willcox in London, and became a partner with him in 1822. He married the sister of Mr. Thomas Hill, of Southampton, whom he has survived but a few years. In Lerwick he was much beloved. He there founded schools, recently built cottages or almshouses for the poor, and took much interest in improving the mode of fishing and opening the trade for the staple in the locality. So much was he respected that, some years since, when he became candidate for the Orkneys, he defeated Mr. Dundas and the hereditary interest of that family and sat in Parliament accordingly. Mr. Anderson and Mr. Willcox joined the late Mr. William Bourne, Mr. James Hartley, and others, and laid the foundation of the P. and O. Company, of which he became one of the foremost supporters, and has ever since continued a steadfast friend. He directed the negotiations for the new contract just concluded with Government, and on its accomplishment it really seemed as if his work in this world were accomplished. A school was erected and maintained in Southampton for several hundred children mainly through his liberality, and entirely through his influence.

The funeral took place on the 5th inst. at the Norwood Cemetery, near the residence of the deceased, and was attended by a large circle of friends and relations, including all the directors of the P. and O. Company, the two secretaries, and others in the office at Leadenhall-street, as well as the captains now at home. Mr. Thos. Hill, his brother-in-law, and Captain Bain, who married his niece, were the chief mourners. The *cortege* on arrival at the grounds proceeded to the Dissenting chapel, for Mr. Anderson was of that order, and did not forget to give assistance to the formation of new chapels, &c. A very appropriate address was given by the officiating minister, in which he pointed out some of the varied acts which distinguished the deceased as a man of sympathy with the trials of human nature.

The Times has passed a very high eulogium on his worth and merits in the following words:—

"Few men were better known or esteemed in the City than the deceased for although in early life he came to London a simple-minded Shetlander; yet he very soon by sheer force of character took up a high position in concert with his partner, the late Mr. Wilcox (who represented Southampton till his death), among the rising firms of the day connected with shipping. His enterprising disposition prompted the establishment, 32 years ago, of a steam communication to the Peninsula, which afterwards extended its operations to the Mediterranean, and subsequently became the Peninsular and Oriental Company, possessing now the largest fleet of steamers in the world. During all this period he took a leading part in its management, and commanded the entire confidence of his colleagues in the direction as well as the shareholders. In politics he was an earnest Liberal, and in Parliament a most useful member, and one of that band of worthies who, in concert with his friend, the late Mr. Cobden, determined that free trade should be the law of the land, and never abated their efforts until it was accomplished. In private life he was, in the highest sense, a large-hearted man; for when his allowances from the Peninsular and Oriental Company had risen, under an early arrangement, to a very splendid annual income, he dedicated a large portion to the establishment of schools for the children of the employés at Southampton, and the foundation of a good service fund for retired officers. His donations to all public institutions for the benefit of seafaring people were munificent, and nobody with a genuine appeal to his generosity ever asked in vain. Like most of our useful men who leave their mark behind them, he was a hard worker to the last, and presided at the late annual meeting of the company. He was then suffering from bronchitis, but lacked none of his wonted fire. The effort, however, was beyond his strength, and although he had intervals of comparative relief, he sank under repeated attacks, bequeathing a name that will ever be associated by those who knew him with the best attributes of our nature."

THE TEA SEASON, 1868-69.

THE following is a list of clippers expected to be ready to load at Foochow or Hankow with the new season's teas. It is possible that a steamer will also be despatched:—

Taeping	Sir Lancelot	Eliza Shaw
Lahloo	Black Prince	Challenger
Spindrift	Whiteadder	Min
Ariel	Falcon	Maitland
Undine	Chinaman	Ada
Flying Spur	Taitsing	Gossamer
Ziba	Serica	John R. Worcester
Yangtsze	Golden Spur	Leander.
Fiery Cross	Titania	

WE are authorised to contradict the following statement which recently appeared in the *Java Bode*, and was quoted in our last issue:—

"We understand from good authority that the Netherlands India Steam Company will next year open a line with their boats *via* Singapore to Ceylon, Aden, and Suez, as well as a monthly line from Batavia *via* Singapore to Hong Kong and a line to Australia. Mr. S. van Hulstyn, superintendent of the company, will proceed to Europe by the first mail in January to make the arrangements."

No such plan is contemplated by the Netherlands India Steam Company. The only portion of the paragraph founded upon fact is that announcing the return to Europe of Mr. VAN HULSTYN, which is unfortunately necessitated by his ill-health.

WE understand that the correspondence regarding the resignation of Mr. LANGDON DAVIES, late of the Hong Kong Mint, which was to have been moved for by Mr. VANDERBYL, is found to be too voluminous for publication.

THE Singapore and Penang testimonials to General CAVENAGH will be presented at a banquet to be held at the Albion Tavern on Saturday, the 14th inst.

A BLUE BOOK has been issued containing the reports of the Foreign Commissioners at the treaty ports of China, with an analysis of Chinese commerce during the year 1866.

HIOGO AS A PORT.

(To the Editor of the *London and China Telegraph.*)

SIR,—By the last accounts from Japan we are told of a melancholy accident having happened to the boat of an American man-of-war, by which the Commodore and thirteen men lost their lives. This is stated to have occurred on the bar at the mouth of the Osaka river, while the Commodore was on his way from the anchorage at Hiogo to visit the city of Osaka.

It is, perhaps, too late now to discuss the relative advantages of Hiogo as a seaport, but this melancholy accident leads to a question which may be natural to any one acquainted with the relations of the three places. Why was Hiogo preferred to Sakkai as the anchorage or port of Osaka? Sakkai has always been looked upon by the natives as occupying that position, and has advantages over Hiogo in several ways, and among others in being connected with Osaka by a straight broad road. Hiogo, on the other hand, is separated by one or two broad rivers requiring the use of ferry-boats, and the passage entirely stopped when the rivers are in flood; while if the sea route is followed there is a distance of fourteen miles to be crossed in an open boat, with the risk of being capsized when within hail of one's destination, and of braving those sudden storms which get up without warning, and are overwhelming while they last.

Sakkai seems, so far as native accounts can lead us to judge, to be in many ways preferable to Hiogo, as being nearer the open sea, and being more conveniently situated for interior commercial purposes. Why then was Hiogo settled upon as the port? It must have been agreed to by Mr. Harris on the recommendation of the Japanese commissioners, probably with the political view of confining foreign trade to a spot where it could be more easily controlled on a small Desima-like piece of ground, which, moreover, is liable to be submerged by any of those earthquake-waves not very uncommon on this part of the coast.—I am, Sir, &c.,

March 4, 1868. W. D.

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JUDICIAL APPOINTMENTS IN THE STRAITS.

(To the Editor of the *London and China Telegraph.*)

SIR,—Justice is said to be immutable, and to be the same in all parts of the world. This may or may not be true, I am not able to decide; but that justices are not the same all over the world is an evident fact. In your issue of Feb. 27th you informed us that Captain Ord was ordered to proceed to Malacca to assume the duties of Police Magistrate and Commissioner of the Court of Requests. That just proves what I affirm. To administer justice to his fellow beings is rightly esteemed one of the greatest privileges to which a man can attain, and to insist upon wisdom and conscientiousness being represented on the bench, is the right and duty of a people. That Captain Ord does not possess a sufficient amount of the latter quality to dispense justice I do not for a moment imply, but I beg leave to doubt whether he possesses the legal knowledge to entitle him to dispose of all the civil and criminal cases that may arise in the colony of Malacca. The captain (who is, of course, a member of the Governor's family) came out with the little party who accompanied Sir Harry Ord to the field of his governmental duties last year, and, previously to that time, he is said to have followed the honourable but agreeable profession of a half-pay officer at home. Scarcely arrived in the colony, he was appointed Acting-Commissioner of the Court of Requests at Singapore, in which capacity his utter ignorance of the Malay language, and of the customs of the natives, are said to have lent to his decisions an unusual degree of impartiality. We now find that his brother the Governor has not been blind to this magisterial aptness of the captain, and no doubt the promotion to the onerous position of Administrator of Public Justice of Malacca is the result. But, as I said before, it may be doubted whether, despite the personal esteem which his brother the Governor evidently cultivates for Captain Ord, the good people of Malacca have not been, to some extent, victimised in having so important a public office filled by a mere soldier.

If there is one means of maintaining a hold upon the Easterns subject to our rule, other than force of arms, it is by impressing them with our intellectual superiority and moral greatness *through* our courts of justice; and it is upon these public grounds that I beg leave to protest against any appointment to judicial functions that might in the remotest degree be ascribed to nepotism, and not to the conscientious fulfilment of the duties of a Governor towards those whom he has been deputed to govern, and whose welfare is so largely in his keeping.

Hoping the Malacca people will keep a strict account of the sayings and doings of their new judge,—I remain, your obedient servant,

Ramsgate, March 2, 1868. ANTI-HUMBUG.

TREATY REVISION AND THE CHINESE MISSION.

(DAILY NEWS.)

The appointment of a Chinese Embassy to the Christian Treaty Powers, with an American diplomatist at its head and an English diplomatist as its secretary, is an event of singular interest, and, it may turn out, of great importance. The explanations as to the probable motives of the Peking Government given by our Shanghai correspondent throw great light on what has taken foreign interests, both in China and out of China, by surprise. That Mr. Burlinghame will be well received at Washington, whither he first goes, and at London and Paris, where he is expected in May and June next, may be regarded as certain; and, as Mr. Wade, the First Secretary of the English Embassy, has recently arrived in London, Mr. Burlinghame will, it may be anticipated, find our Foreign-office somewhat better informed on Chinese affairs than there is reason to believe it has recently been; for, of late, it can hardly be doubted our Foreign-office has been drifting a good deal in its Chinese policy, if, indeed, it has had any.

The European treaties with China come under revision this year, and the interval between now and the arrival of Mr. Burlinghame may be well occupied by Lord Stanley in mastering for himself the somewhat difficult question how best to give full efficacy to the Treaty of Tientsin without disturbing our relations with China; in coming to some general understanding with the French and other Governments affected by the treaty as to the reception of the Chinese proposals; and in considering the elaborate memorials from the English communities and merchants in China, which have lately been sent home. First of all, however, Lord Stanley will have to make up his mind whether the negotiations on the treaty, which now arise out of its provisions, and which all parties concerned regard as inevitable, will have to be carried to a conclusion in Europe or in China, where only such negotiations have hitherto been conducted.

A decision on this last point will, of course, somewhat depend on the powers conferred by the Chinese Government on Mr. Burlinghame. Unless they are of the most complete kind, authorising him to give as well as to take on the part of the Chinese, and justifying him in concluding arrangements which there is no reason to doubt the Government he represents will ratify, useful as Mr. Burlinghame's explanations of Chinese affairs even then may be, it may rather retard than advance business to enter into actual negotiations with him. But even should Mr. Burlinghame's powers to act for the Peking Cabinet prove ample, the question arises, is our Foreign-office itself in a position to deal here with the revision of the treaty? Has it made up its mind whether to insist on, or to abandon, the full advantages of the treaty as to the right it gives of free access to, and residence in, the interior of China, which up to this time has been a nullity? Has it resolved on the nature and quality of the pressure to be placed on the Chinese Government, if it resolve to hold that Government to its engagement in the treaty of Tientsin?

On these two questions really depend our future policy with China. For there is not wanting reason to apprehend that the Chinese Government seeks, without closing the foreign ports, to make their export trade more and more Chinese, and less and less European. On the other hand, the European communities desire to have all that access to the interior, and that freedom from internal extortion, which the Treaty of Tientsin contemplated, and for this reason—that at the foreign ports they find their own foolish competition for teas ruinous to them in the presence of the Chinese combination to keep up prices. The Chinese Government dreads giving that access to the interior which it has undertaken by Treaty to give, because it is wholly opposed to its exclusive habits and, in its opinion, full of risks and dangers to its authority. Without that access the European communities look with apprehension towards the future. The subject is one of immense importance to them, and of far more importance, they think, to China. The time has come for a decision on it, and Mr. Burlinghame's views on the question ought to be listened to with respect and attention. On it we do not at present, therefore, express any opinion beyond this: that to keep such a right in existence, and to submit to its non-exercise, is more than an absurdity—it is a source of danger. The Foreign-office will soon have to decide on its enforcement or abandonment.

Supposing it to be decided to effect the revision of the Treaty by negotiations at Peking, a further question arises—Is our diplomacy at Peking of an order and kind competent to advise and act upon a subject of this magnitude? Sir Rutherford Alcock, our ambassador there, has passed a quarter of a century in China and Japan; the experience and knowledge he possesses, his familiarity and acquaintance with Chinese manners and habits, his long intercourse with Chinese officials, are eminent, but the question is asked by merchants, Are they an advantage or disadvantage to England in such a matter as this? Some of them are disposed to argue that prolonged official residence in that country, constant intercourse with its great functionaries, and a natural desire for ease and comfort in relation to the Chinese Government, insensibly diminish the value to his own country of an old resident, and that, without his being aware of it, the power of usefulness of his representation wastes away. On this account there is a strong wish in China for the "freshness of the political life of Europe" at Peking, as a means of recovering a position there which has certainly not improved, and of dealing with the necessities of the year 1868. This is not altogether new language, and we ought by this time to know pretty well what it means. Translated into the vernacular it is:—"We want a Minister who knows what would suit our interests, and who does not know, and will not ask, what the Chinese Government can safely promise and fairly be expected to perform." If we have resolved to press certain demands without reference to the situation of China and the power of its Government, then the special knowledge of Sir Rutherford Alcock, tending, as it must do, to check the absoluteness of our requirements, is undoubtedly a disqualification in a British negotiator. This, again, is a matter on which Lord Stanley will have to make up his mind. What are wanted just now as to Chinese policy are definite views ably enforced at Peking, and a deliberately formed policy in the Foreign-office. Have we the security of either?

As yet it is more the duty of the press to elicit than to express decided views on a subject which is only opening up on the country, and on which it will require all the information that can be brought to bear, and the soundest judgment, to avoid great mistakes. Already English Chambers of Commerce and English houses of eminence are sending home memorials explanatory of their views, wants, and suggestions. And no doubt, before Mr. Burlinghame arrives we shall be in a position to discuss the objects he comes to attain in that spirit of frankness and fairness that are, above all things, indispensable to a satisfactory revision of the Treaty of Tientsin in 1868.

Continental Intelligence.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MARCH 3.

Just a year ago I stated in my letter (*London and China Telegraph* of Feb. 27, 1867) that the Oldenburg China Ship Company had agreed to liquidate their affairs, and that a first return of 10 per cent. to the shareholders was announced. In May a general meeting was held—if the presence of three directors, the manager, and one shareholder deserves that appellation—and the business of winding up the concern was entrusted to Mr. Taaks, of Bremen, one of the directors, with an allowance of 1½ per cent. as his remuneration. I now learn that all the ships have been sold, and the affair would have been formally settled long ago, as the money is deposited in the Bremen Bank, but for a dispute with an insurance company about one of the vessels condemned at Hong Kong as unseaworthy. The shareholders in this unfortunate undertaking are much to be pitied, and it will be no wonder if they are sick of joint-stock companies, for during the ten years of their operations they have managed to lose no less than 220,000 dollars out of their original capital of 250,000 gold dollars besides all their earnings. One would think that there must have been some extraordinary mismanagement which requires being carefully looked into, but neither the "statutes" of the company nor the laws of the country permit any such searching examination to be made. It will not be the fault of the liquidator, who is a very energetic man of business, if the affair be not wound up very shortly. The final return to be paid to the shareholders will however be very trifling, probably not exceeding 5 or 6 per cent.

Herr E. von Melle, one of the three members for Hamburg in the North German Federal Parliament, having been called up into the Senate, a vacancy has occurred for the second elective district. A meeting of the principal merchants has therefore been held at the Patriotic Building in this city to propose a candidate for the office, and the selection fell on Herr M. W. Hinrichsen, of the firm of May and Hinrichsen, who is an active member of the Board of Trade here and a thorough-going freetrader, and as such is recommended by the Exchange as deserving the confidence of the citizens; for it is felt that in the present state of affairs a merchant of great experience and liberal views is absolutely required to take charge of the commercial interests of this city, and uphold the principles of free-trade in the German Parliament, where the majority understand but little of commerce on an extensive scale, and are wont to follow the cuckoo cry of "Zollverein and protective duties." The election takes place this week, and as no other candidate has hitherto been put forward, Mr. Hinrichsen will probably walk over the course without opposition.

The negotiations with the Zollverein for the definitive line of demarcation to be drawn around this city are now in so forward a state that the details will be submitted in a few days to the Zollverein Parliament, which was opened yesterday at Berlin. There is to be a first-class Zollverein

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Custom-house established here, and other facilities for traffic, among which may be mentioned a Zollverein Depot or Bonded Warehouse, where the produce and manufactures of the Commercial Union may be deposited, and if not exported, returned duty free or sent to any other part of their territory. The most difficult part of the transaction, which is still in abeyance, is the question of finance, as Prussia, on the part of the Zollverein, requires Hamburg to bear exclusively the expense of all the arrangements and the erection of all the buildings for custom-houses and a proper control of the Zollverein frontiers against smuggling. It is true the principle is established in all the States of the Zollverein that each separate Government has to erect and keep in repair all the buildings within its territory required for the joint service; and Prussia, moreover, appeals to the terms of the treaty entered into in 1856 with Bremen, by virtue of which that city bound herself to pursue the same principle. But it is to be expected from the patriotism and self-interest of this city that their Senate and Burgerschaft will be prepared to vote any sum required for the above purposes, provided they are allowed to retain, as hitherto, the advantages of their free port, as well as free commercial intercourse with all the world.

The sensational telegram from New York with the extraordinary intelligence from Japan mentioned in your last impression was received here with general disbelief; and the Hamburg papers, while printing it verbatim, could not refrain from adding a note of interrogation to express their doubts of its authenticity.

SHIPPING.

ARRIVED.—Louise, from Canton; Madura, from Hong Kong.

SAILED.—Peru and Antelope, for Hong Kong.

LOADING.—Candace, for Singapore; Condor, Dioscuren, and Norma, for Hong Kong; Chusan, for Hong Kong and Shanghai; Unkel Braesig, for Shanghai direct; Teazer, for Shanghai (from Altona); R. C. Wylie, for Honolulu.

Monetary and Commercial.

The time for receiving tenders for the Labuan Coal Mine, its plant and machinery, has been extended to the 7th inst. It is doubtful if the old shareholders will complete arrangements for taking it over, and in that case it must fall to some capitalist at the highest bid.

Mr. Ritso, the London agent of the East India Telegraph Company, has received advices from New York that fresh arrangements are now in progress by the directors for placing their shares in the United States and in this country, and that on their completion contracts for the cable will be at once made.

Mr. J. H. Catling, who retired from the firm of Messrs. Peek Brothers and Co., in June, 1866, has commenced business as a tea broker, in partnership with Mr. A. Andrews, under the firm of Catling, Andrews, and Co., at 28, Fenchurch-street, E.C.

The biddings for £200,000 in bills on India were held on the 4th at the Bank. The amounts allotted were, to Calcutta, £190,600, and to Madras £9,400. The *minimum* price was fixed at 1s. 10¾d. on Calcutta and Madras—an advance of 2 per cent.; and tenders on those Presidencies at 1s. 11d. will receive about 22 per cent., while those above that price will be allotted in full. These results show a considerable revival in the demand for means of remittance to the East, consequent on the recent rise in cotton. The Banks ask 1s. 11d. for their paper.

The East Indian Railway Company last week notified that, having received authority from the Secretary of State for India to borrow £450,000 on debentures, they were prepared to receive applications at par to that extent, bearing interest at 4¼ per cent. per annum. Although this is the lowest rate of interest yet proposed on Indian railway securities they were all taken in the course of a single day.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton on the 29th Feb., was in gold, to Alexandria, £160,100; in silver, to Galle; £275; to Shanghai, £12,805: total in gold, £160,100, in silver, £13,080.

BOARD OF TRADE RETURNS.

The returns of the Board of Trade for the month and twelve months ended the 31st December, 1867, have been issued. The total value of our exports in 1867 was £181,183,971, showing a falling off of only about 4 per cent. from the year 1866, and an increase of 9 per cent. upon the year 1865. Considering the lower prices that prevailed for nearly all descriptions of raw material, and especially of cotton, the total thus exhibited for 1867 may be taken to represent a larger and more profitable amount of British industry than has in any preceding year found an outlet in foreign markets. As regards the importations of the year, it appears the supply of cotton was 8 per cent. less than in 1866, while in the arrivals of wheat there was an increase of 48 per cent.

The following is a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

The quantity and value of the Tea imported into this country is returned as follows:—

	1865.	1866.	1867.
Quantity for the month ended 31st Dec. lbs.	25,034,844 ..	15,487,873 ..	22,481,048
Quantity for the twelve months ended 31st Dec.	121,271,219 ..	139,610,044 ..	128,026,807
Value for the month ended 30th Nov.	£1,269,879 ..	£1,734,584 .	£632,888
Value for the eleven months ended 30th Nov. ..	£7,642,218 ..	£9,913,538 ..	£8,231,594

The following is a return of the total quantity of Raw Silk imported into the United Kingdom:—

From	1865.	1866.	1867.
	Quantity for the Month ended 31st Dec.		
China	46,088 ..	1.522 lbs.	—
British India	90.212 ..	37,190 ..	—
*Egypt	482.321 ..	413.720 ..	426.586 lbs.
Other Countries	196,551 ..	146 653 ..	167.269 „
Total	815,172 ..	599.085 ..	593,855 „
	Quantity for the Twelve Months ended 31st Dec.		
China	136.652 ..	108,201 ..	40.016 lbs.
British India	183,224 ..	123.561 ..	2,469 „
*Egypt	5.054.354 ..	3,405.898 ..	3,850.281 „
Other Countries	2,358.220 ..	1,816.144 ..	1,956 882 „
Total	7,732,450 ..	5,453,804 ..	5,849,648 „

* In transit from India, China, and Japan.

The total import of Coffee into this country during the Month and Twelve Months is given as follows:—

Imported from	1865.	1866.	1867.
	Quantity for the Month ended 31st Dec.		
Ceylon	12,507,815 ..	9,727,068 ..	6,195,476 lbs.
Other British Possessions	1,936.668 ..	2.319,641 ..	1,534,954 „
Total from all parts ..	16,694.485 ..	14,848,614 ..	9,360,686 „
	Quantity for the Twelve Months ended 31st Dec.		
Ceylon	90.455,468 ..	81.428.370 ..	83,472 850 lbs.
Other British Possessions	22.197.587 ..	19,198.846 ..	20.319.566 „
Total from all parts ..	137,997,451 ..	127,044,816 ..	137,729,716 „

The Imports of Raw Sugar for the Month and Twelve Months present the following figures:—

	1865.	1866.	1867.
	Quantity for the Month ended 31st Dec.		
From Java and Philippine Islands	29.546 ..	114.349 ..	22,126cwts.
Total from all parts ..	968.949 ..	717.439 ..	611,277 „
	Quantity for the Twelve Months ended 31st Dec.		
From Java and Philippine Islands	583.910 ..	529.297 ..	346.458 cwts.
Total from all parts ..	10,275,702 .	10,641,019 .	10,545,315 „

The following return gives the imports of Hemp into this country during the month and twelve months:—

	1865.	1866.	1867.
	Quantity for the Month ended 31st Dec.		
From the Philippine Islands	— ..	47.191 ..	10,306 cwts.
Total from all parts ..	180.039 ..	115.566 .	135,001 „
	Quantity for the Twelve Months ended 31st Dec.		
From the Philippine Islands	194,846 ..	95.488 ..	88 033 cwts
Total from all parts ..	1,065,705 ..	1,001,098 ..	878,374 „

The total quantity of Raw Cotton imported in the Month and Twelve Months is thus given:—

From	1865.	1866.	1867.
	Quantity for the Month ended 31st Dec.		
China	4,305 ..	7.336 ..	— cwts.
British India	558,845 ..	263,793 ..	440.852 „
Egypt	250,820 ..	241,015 ..	187,464 „
Total from all parts ..	1,785,796 ..	1,040,305 ..	1,119.732 „
	Quantity for the Twelve Months ended 31st Dec.		
China	320,141 ..	52,120 ..	4.707 cwts.
British India	3,981.675 ..	5,493.770 ..	4,449,259 „
Egypt	1,578.912 ..	1,055.900 .	1,127.541 „
Total from all parts ..	8,731,949 .	12,295,803 .	14,272 651 „

The clearances for Home Consumption of the undermentioned Imports during the Month and Twelve Months are returned as follows:—

	1865.	1866.	1867.
	For the Month ended 31st Dec.		
Tea from all parts (lbs.) ..	6,839.399 ..	7,509,074 ..	6,231,990
Coffee from Ceylon (lbs.) ..	1.529,664 ..	1,432.291 ..	1,297,292
Do. from all parts (lbs.) ..	2,189,983 ..	2,186,753 ..	2,226,653
Raw Sugar from Java and the Philippines (cwts.) ..	20,431 ..	29,060 ..	48,856
Raw Sugar from all parts (cwts.)	605,582 ..	852,698 ..	640.248
	For the Twelve Months ended 31st Dec.		
Tea from all parts (lbs.) ..	97,921.670 ..	102,324 887 ..	111.057,705
Coffee from Ceylon (lbs.) ..	19.865 392 ..	21,537.082 ..	19,627.603
Do. from all parts (lbs.) ..	30,743,212 ..	30,939,813 ..	31,567,760
Raw Sugar from Java and the Philippines (cwts.) ..	347,850 ..	216,153 ..	557,651
Raw Sugar from all parts (cwts.)	10,217,611 ..	10,607,861 ..	11,268,088

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st Dec., 1867, compared with the two previous years:—

	1865.	1866.	1867.
Coffee (lbs.)	38,105.234 ..	37,992,883 ..	44.906.113
Tea (lbs.)	95,023,005 ..	100.370,658 ..	85.006.753
Unrefined sugar (cwts.) ..	3,581,250 ..	3,250,304 ..	2,296,453

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EXPORTS.

The Exports to China and Hong Kong during the month and twelve months are returned as follows :—

	Quantity for the Month ended the 31st Dec. 1865.	1866.	1867.
Cotton yarn	52,030 ..	260,154 ..	1,082,679 lbs.
Cotton manufactures ..	9,068,376 ..	14,168,240 ..	40,643,083 yds.
Worsted stuffs	1,235,940 ..	1,168,044 ..	1,789,254 ,,
Woollen & worsted cloths	62,152 ..	81,144 ..	93,488 ,,
Lead	174 ..	101 ..	761 tons.
	Quantity for the Twelve Months ended 31st Dec.		
Cotton yarn	1,078,208 ..	4,741,350 ..	8,529,661 lbs.
Cotton manufactures ..	126,160,887 ..	188,341,721 ..	229,186,744 yds.
Worsted stuffs	16,831,783 ..	21,422,842 ..	22,775,355 ,,
Woollen & worsted cloths	1,588,092 ..	1,750,799 ..	1,424,179 ,,
Lead	2,232 ..	4,755 ..	4,587 tons.

To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	Quantity for the Month ended 31st Dec. 1865.	1866.	1867.
Ceylon	22,500 ..	8,500 ..	33,950 lbs.
Singapore	204,700 ..	168,830 ..	242,800 ,,
	Quantity for the Twelve Months ended 31st Dec.		
Ceylon	335,400 ..	782,376 ..	389,701 lbs.
Singapore	1,297,300 ..	1,759,954 ..	3,132,630 ,,

Of Cotton Manufactures the Exports were as follows :—

To	Quantity for the Month ended 31st Dec. 1865.	1866.	1867.
Ceylon	1,448,998 ..	2,138,170 ..	2,841,616 yds.
Singapore	5,420,454 ..	7,536,133 ..	6,584,433 ,,
Java	4,580,127 ..	7,354,864 ..	7,015,362 ,,
Philippine Islands ..	756,344 ..	— ..	1,931,200 ,,
	Quantity for the Twelve Months ended 31st Dec.		
Ceylon	15,594,561 ..	26,412,309 ..	21,893,734 yds.
Singapore	43,217,688 ..	59,317,082 ..	74,929,112 ,,
Java	30,941,969 ..	62,290,326 ..	43,759,260 ,,
Philippine Islands ..	28,529,531 ..	27,441,546 ..	34,286,317 ,,

The following Return contains the total quantity of the several articles named exported from the United Kingdom to all parts during the twelve months ended 31st Dec. of the past and two preceding years :—

	Quantity for the Twelve Months ended 31st Dec. 1865.	1866.	1867.
Cotton yarn ..	103,533,609 ..	138,804,538 ..	169,356,528 lbs.
Cotton manufactures	2,014,303,716 .	2,575,698,138 .	2,830,417,875 yds.
Worsted stuffs ..	233,078,142 ..	227,275,414 ..	200,278,056 ,,
Woln. & worsted cloths.	25,615,689 ..	32,514,358 ..	31,435,959 ,,
Lead	27,278 ..	30,041 ..	29,255 tons.

During the month ended 30th Nov. of 1866 and 1867 the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

Exported to	1866.	1867.
China (exclusive of Hong Kong)	£580,152 ..	£463,417
Hong Kong	184,808 ..	161,826
Japan	3,288 ..	149,051
Singapore & Straits Settlements	215,051 ..	156,599
Ceylon	119,871 ..	66,075
Philippine Islands	121,062 ..	29,386
Java	178,532 ..	77,102

During the month of December the value was as follows :—

Exported to	1866.	1867.
China (exclusive of Hong Kong)	£285,509 ..	£648,268
Hong Kong	158,238 ..	364,870
Japan	168,351 ..	201,854
Singapore & Straits Settlements	207,272 ..	148,542
Ceylon	112,380 ..	76,465
Philippine Islands	— ..	69,321
Java	193,859 ..	164,465
Siam	— ..	159

The returns of the export value for the periods of twelve months ended the 31st Dec. of the years 1865, 1866, and 1867 present the following figures :—

Exported to	1865.	1866.	1867.
China (exclusive of H. Kong)	£3,603,595 ..	£5,090,074 ..	£5,005,190
Hong Kong	1,548,698 ..	2,387,017 ..	2,486,017
Japan	1,576,794 ..	1,444,539 ..	1,546,136
Singap. & Straits Settlements	1,440,118 ..	1,986,802 ..	2,068,640
Ceylon	687,189 ..	1,082,973 ..	774,754
Philippine Islands	955,300 ..	917,841 ..	1,041,596
Java	927,755 ..	1,725,558 ..	1,344,968
Siam	34,854 ..	4,036 ..	4,244
Sumatra	— ..	578 ..	445

ARTICLES OF IMPORT.

TEA.

The market has become much more quiet. Importers continue firm in their demands, and business has been limited; prices for common to fair kinds of Congou have ruled rather easier, other kinds showing but little change. Congous : In sittings there has been no change, the demand being steady. Broken-leaf kinds also firm. Fair to good common have sold ¼d. per lb. lower, the quotation at the public sales being 1s. 1¼d. to 1s. 1½d. per lb. Fair to good flavory kinds have been less in request. Good to fine Kaisows remain steady, with a moderate business at full prices. Common to fair black-leaf kinds a shade lower. Fair to good medium show no change. Fine to finest have been in fair demand at the recent advance. Oolongs and Souchongs remain as before, also Flowery Pekoes. Scented Capers : Canton-make have been readily taken at very full prices for all kinds. Orange Pekoes : Canton make have sold rather more readily, and in some instances at rather better prices. Foochow kinds remain steady at late quotations. Uncolored Japans remain without transactions. Green Teas show but little alteration. Ping Sueys have sold at about previous prices. Moyunes continue in demand, and fine kinds command full prices. Hysons are wanted for export. Canton Gunpowders have been sold at about previous prices. The public sales of China Tea on the 3rd inst. comprised only 8,956 packages, of which 8,318 packages were sold, all being without reserve. The stock in thet United Kingdom on the 29th ultimo was estimated at 87,700,000 against 99,300,000 lbs. last year.

The Circular of Messrs. Fred. Huth and Co. says:—"Our deliveries continue very promising, and stocks must gradually decrease. Whether, however, we shall have only 55,000,000 lbs. in stock on the 31st August, as some predict, seems very doubtful; 65,000,000 lbs. would perhaps be nearer the mark. We must, at all events, be prepared for a larger China export than has hitherto been expected, and we must likewise add the increasing Indian supplies. The question is, therefore, shall we not have a total export from China and India for the season 1867-68 of 135,000,000 lbs., or somewhat near it; and further, what will be afloat of new teas by the 31st August? Judging from the comprehensive preparations made on this side of the water for operations in China, and from the number of hands gone out to assist at the shipping of new teas, there is every reason to infer that shipments will be large and rapid, that they will cost high, but will be met here by that new order of things which has of late years baffled and defeated all exaggerated calculations, and will continue to do so, it is to be hoped, for a long time to come No doubt that some of the very fine chops of both Black and Red Leaf teas will again fetch high, and perhaps very high, prices on arrival here, but the majority of fine will not; therefore, we cannot counsel our friends to go beyond 2s. to 2s. 1d. per lb. for the finest sorts (excepting the few crack chops which would probably fetch 2s. 4d. to 2s. 9d. or more), 1s. 4d. to 1s. 6d. for best second crop leaf, and not above 11d. to 1s. per lb., laid down here, for common and fair medium descriptions. Of the so-called new district teas, our friends should choose such only as have strength and pungency, without taking the price which 'Oui Han' fetched as a criterion. This class of tea will meet here an exceptional reception only in case the Kaisow crop should be wanting again—otherwise, not; the finest of them should therefore not cost above 2s. to 2s. 2d. per lb."

The *Produce Markets Review*, on the proportions consumed, has the following:—"We have collected with some little trouble approximate results, which we think may be accepted by merchants as a general guide as to the proportions in which they should buy different classes of Congou. We find that the quantity sold under 1s. 4d. per lb. amounts to about 60 per cent., while the qualities from 1s. 4d. to 1s. 6d. per lb. form only 10 per cent. of the whole. Thus 70 per cent. of the consumption of Congou is under the selling price to the wholesale dealers of 1s. 6d. per lb., and it is evident from what we have said that the proportion of teas from 1s. to 1s. 4d. per lb. must form by far the largest portion of this amount; from 1s. 6d. to 2s. the proportion consumed is only 17 per cent., and above 2s. only 13 per cent. It is thus evident that in proportion to their saleability Congous from 1s. to 1s. 4d. come first; next those from 1s. 6d. to 2s.; thirdly, those from 2s. upwards; and lastly, those from 1s. 4d. to 1s. 6d. We have given the apparently minute subdivision from 1s. 4d. to 1s. 6d. to show how small the consumption of tea is when it approaches the limits of one of the broad classes into which the public divide teas. Although the proportion of Congou sold above 2s. is 13 per cent., it should be borne in mind that hardly any sales over 2s. 3d. are made. With reference to the more practical consideration of the prices which are almost certain to prove remunerative, we should say that common Congou should not be laid down here to cost more than 10d. per lb., medium teas at not more than 1s. 3d. per lb., and fine teas, except for one or two of the so-called "crack chops," not above 1s. 10d. per lb. The price given for medium teas is, of course, intended to apply to these sold here at the present time up to 1s. 4d. per lb, as the tea market, with the gradual reduction in stocks that is inevitable, is likely to have a hardening tendency as the present season advances. The London rates of the day may therefore safely be accepted as the basis of calculation in China, with the exception of those at present current for common Congous, which are evidently too high."

SILK.—The market is steady, prices being well maintained, but has been quieter during the last few days. The quotation for best chops 3rd Tsatlees is 28s.; good 3½, 24s. to 25s.; fair to good 4 and 4½, 21s. 6d. to 23s. 6d.; and common 19s. 6d. to 21s. Good and fine silk is very scarce and much inquired for, but the hitherto neglected classes of Asiatic silk have to some little extent shared in the general inquiry, although the chief demand has been for Tsatlees and best Japans. Canton Silk has been interfered with by the low prices ruling for the common Tsatlees, buyers rather neglecting it, and buying only at easier rates; a few extra fine parcels of Tsatlee reel have sold at 20s. to 21s., but for the ordinary runs of Nos. 1 and 2, 18s. to 19s. has been the ruling quotation. The deliveries in February were comparatively good, the improvement in China being worthy remark; it may now be hoped that the consumption of Asiatic silk is on the turn. The deliveries in February were, 3,242 bales China, 419 Canton, and 615 Japan; and from 2nd to 4th inst., 406 China, 50 Canton, and 136 Japan.

COTTON.—In the London market the quiet tone noticed in our last report prevailed until the 3rd inst., when a great improvement was exhibited, and the quotations advanced ½d. to ⅝d. on sales "on the spot," and ¼d. to ⅜d. for transactions "to arrive." An extremely brisk demand continues to prevail at the advanced rates. The quotations are:—Sales on the spot, Tinnevelly, 8¼d. to 8½d.; Western, 7½d. to 8¼d.; Cocanada, 7¼d. to 7¾d.; Scinde, 7d. 5-16ths; Bengal, 6¾d. to 7¼d.; for arrival, Dhollerah, ship named, guaranteed fair, 7¾d. to 8d.; Tinnevelly, Oct. to Feb. sailing guaranteed good fair, 8d. to 8¼d.; Western Jan. to March sailing ship named guaranteed fair, 7½d., and Cocanada ship named, guaranteed fair, 7d. per lb. Great excitement has prevailed in the cotton market at Liverpool, and telegrams report the sale of 20,000 bales, at prices ranging from ½d. to ¾d. per lb. higher. Large orders have been received by the Atlantic cable from Mobile, New Orleans, and New York, to purchase cotton here, but owing to limits being fixed, in many instances they could not all be effected, and some animation may therefore be ex-

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pected during the next few days. The quotations on the spot are:—American, 8¾d. to 10½d.; Egyptian, 10d. to 12d.; Surat, 7d. to 9⅛d.; Bengal, Scinde, &c., 7½d. to 8⅛d. For arrival the following are the quotations:—American, basis of middling, ship named, from New York, 9¼d.; Savannah, 9⅝d., 9¼d., 9 9-16d., and steamer 9 9-16d.; ship, low middling, 9¼d.; Mobile, 9⅜d., 9⅜d., 9¼d.; New Orleans, 9¾d.; February to March, 9¾d. Paraiba.—First, ship named, 10d. Broach.—Fair new merchants, shipment, February to March, 7¾d.; Oomrawuttee, fair new merchants, shipment January to February, 7¼d.; February to March, and March to April, 7¾d.; ship named, 8d.; Comptah, fair, ship named, 7¼d.; Dhollerah, fair, ship named, 7⅜d.; fair new, April, 7¾d.

COFFEE.—The colory descriptions of Plantation Ceylon command fair rates although the demand is far from active. For all other kinds there is scarcely any inquiry, and sales even at the reduced rates now current are effected with difficulty. The ruling quotations for Plantation are: Triage 37s. to 52s., ordinary and fine ordinary 61s. to 68s. 6d., fine ordinary and low middling 70s. 6d. to 73s., middling and good middling 78s. to 82s. 6d., peaberry 80s. to 89s. Of Native Ceylon, ordinary small descriptions have realised 43s. 6d. to 45s. 6d., and good ordinary 49s. to 50s., but the principal portion of the offers has been withdrawn.

COCOA-NUT OIL.—The quotations are £49 10s. for Ceylon and £55 for Cochin, with a continued dull and inactive market.

CAMPHOR.—Business in this import has been unimportant. The Dutch Trading Company's sale of Japan is announced for the 1st April, when 2,522 tubs will be offered.

MANILA HEMP.—The depression which has recently prevailed continues, and only moderate business has been done. At the auctions 400 bales were offered, of which the sound portion was bought in at £48 10s., and the damaged realised £44 to £47 for third to first class. Privately the sales have been limited to about 300 bales principally "Allay" at £48. The deliveries of Manila during the month of February amounted to 239 tons, against 404 tons in February, 1867; and the stock on hand on the 1st inst. was 834 tons, against 812 tons at the same date last year.

PEPPER.—Black: Moderate sales have been effected at firm rates, which are well maintained. At the recent auctions of 2,249 bags Singapore about half sold at 3⅞d. to 3½d. for fair grayish and 3¼d. for common; and of 2,749 bags Penang about 1,200 bags common East Coast partly damaged sold at 3⅜d. per lb. White: There is a good demand at advanced rates—viz., Penang 5½d., and Singapore 5⅝d. to 5½d. per lb.

RICE.—There has been little activity except in sales of floating cargoes, which have gone off with spirit. The following are reported:—A cargo of 1,000 tons Rangoon, arrived off the coast at 11s. 9d. for the Continent without guarantee; three cargoes, 900 tons, 400 tons, 1,100 tons Siam, for London, at 10s. 6d. ex ship, or 11s. landed, without guarantee; one of 500 tons, Saigon, January sailing, for London, at 11s. 6d. landed; one of 450 tons, Rangoon, February sailing, for Liverpool, at 11s. 9d. landed; one of 540 tons, Saigon, for the Continent, at 11s. 4½d.; and one of 400 tons, Saigon, from China, at 11s. 4½d., also for the Continent.

SPICES.—There is no change to report. Moderate sales have been effected at about the previous rates. Mace: 7 cases Penang sold, common and middling red 1s. 7d. to 1s. 10d., good 2s. 5d., palish 2s. 9d., and 3 casks common Batavia at 1s. 5d. Nutmegs: 57 cases mostly found buyers, good small to middling 1s. 3d. to 1s. 7d., good middling 1s. 9d. to 1s. 11d., good 2s. 1d. to 2s. 7d., fine at 3s. 10d., and 35 cases limed Batavia, low to middling at 1s. to 1s. 4d.

SUGAR.—The tone of the general market is still extremely quiet, but no further decline has to be reported. Manila has been in better inquiry at a slight advance. The sales of this description by private contract have been 7,000 bags muscovado at 27s. to 27s. 3d., and 25,500 bags clayed middling (duty 8s.) at 29s. 6d. to 29s. 9d., and good qualities (duty 9s. 7d.) at 30s. 6d. The business at auction has been unimportant. Of Penang, 13,240 bags fresh import were offered at the sales and were taken readily as follows:—Good middling brown (duty 8s.) at 30s. to 30s. 3d.; good brown and low yellow (duty 9s. 7d.) at 31s. to 33s. 9d.; middling and good yellow (duty 10s. 6d.), at 34s. to 36s. Private returns make the imports of Raw Sugar into the four chief ports of the United Kingdom, to the 22nd February, 52,530 tons, against 53,000 tons in 1867. The clearances for home consumption 65,810 tons, against 80,050 tons, and the stock at that date 111,230 tons, against 151,550 tons.

TIN.—The decline in Straits descriptions noticed in our last has been partially recovered, and moderate sales have been effected at £92 for arrival and £91 10s. on the spot. The Dutch Trading Company's half-yearly sale is announced for the 31st inst., when 51,100 slabs will be offered.

ARTICLES OF EXPORT.

The latest London quotations are as follows:—

IRON.—Welsh bars, £6 5s. to £6 10s.; Staffordshire bars, £7 5s. to £7 15s.; nail rods, £7 7s. 6d. to £7 12s. 6d.; hoops, £8 7s. 6d. to £9; sheets, £9 10s. to £10; discount 2½ per cent.

COPPER.—Ore, 15s. per unit net; Spanish cake, £72 to £73 10s. per ton; Australian, £81 to £89; English tough, £78 to £80; best selected, £80 to £82; sheet sheathing, &c., £82 to £85; discount 3 per cent.

YELLOW METAL.—Sheets, 4 feet by four, 7d. to 7¼d. per lb.; sheathing and rods, 7⅛d. to 7¼d.; discount 8 per cent.

LEAD.—Pig, W.B., £21 5s. per ton; do., other brands, £19 10s. to £19 15s.; Spanish, soft (ex ship), £19; sheet, £20 10s. to £20 15s.; shot (kegs extra), £22 10s. to £22 15s.; white do., £27 to £30; red do., £20 15s. to £21; discount 2½ per cent.

SPELTER.—Silesian, £20 7s. 6d.; English (smelted from ores), £19 15s. to £20 net.

QUICKSILVER.—In bottles of 75 lbs. each, £6 17s. per bottle; discount 3 per cent.

ZINC.—English sheet, £26 to £26 10s. per ton; discount 2½ per cent.

MANCHESTER MARKETS.

Mr. Sam Mendel's Circular of Tuesday, March 3rd, says:—"There is a better inquiry to-day both for yarns and goods. Offers are made on a free scale at prices that appear likely to result in transactions at or about present range of values." Quotations are:—Grey Shirtings, 7 lbs., 8s. 6d. to 9s.; 8½ lbs., 10s. 6d.; Cotton Yarn, Nos. 16-24, 13½d. to 15d.; Nos. 28-32, 15d. to 17d.; Maddapollams, 3s. 10½d.; Long Cloths, 9s. 9d.; T-Cloths, 6s. 6d.; White Spot Shirtings, 11s. 3d.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton rom the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£36,650
Foo-chow-Foo	—	—
Amoy	—	—
Hong Kong	—	345
Singapore	—	—
Penang	—	—
Yokohama	—	200

FROM MARSEILLES.
(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	£40,000	—
Foo-chow-Foo	—	—
Shanghai	—	—
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	—	—
To Batavia	£1,619	—
To Hong Kong	—	—
To Shanghai	—	—
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9 to £3 17 9½
Spanish Doubloon	3 16 0 to 3 16 6
United States Gold Coin	3 16 3½
Silver in Bars	0 5 0⅛ to 0 5 0⅛
Mexican Dollars	0 4 11

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Mar. 5.
£10	Agra Bank, A shares	All	10¼ to 11
10	Do. B do.	—	7⅛ to 8⅛
35	Bank of Egypt	All	33 to 35
40	Chartered Bank Ind., Aust., & China	All	17½ to 18½
25	Chartered Merc. of India and China	All	28⅛ to 29⅛
20	City Bank	10	11¼ to 12¼
28½	Hong Kong & Shanghai Bank	All	1⅛ to 1⅜ pm.
25⅛	Do. Do. New Do.	5⅛	⅛ to ¼ pm.
50	London and County	20	52 to 53
50	London Joint Stock	15	33 to 34
100	London and Westminster	20	67 to 69
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	33⅛ to 34⅛
	MISCELLANEOUS.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	110 to 112
—	Do. Do 1872	100	105 to 107
—	Do. Do. 1882-3	100	112 to 113
20	Ceylon Company	10	2 to 2 dis.
20	Do. A shares	5	3 to 2 dis
10	Credit Foncier & Mobilier of England	All	2⅞ to 3⅛ dis.
20	Egyptian Com. & Trading Company	6	5 to 4 dis.
10	General Credit & Discount Company	7⅛	2⅝ to 2¼ dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2⅛ to 1⅛ dis.
50	P. and O. Steam Company	All	57 to 59
50	Do. Do. 1867	5	¼ to 1¼ pm.
10	Upper Assam Tea	All	4 to 5
100	West India Steam Company	60	66 to 68

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 25	Roebuck	Harrowar	Philippine Islands	Deal.
— 24	China	Tofield	Batavia	Off Dungeness.
— 13	Stanley	Doughty	Amoy	New York.
— 27	Nederland	v. Ingen	Batavia	Brouwershaven.
— 25	Gladiateur	Le Couteur	Manila	Liverpool.
— 27	Jacob Roggeveen	v. Marken	Batavia, for Amsterd.	Off Dungeness.
— 28	Como	Dewar	Saigon	Off Falmouth.
— 16	Golden State	Delano	Amoy	New York.
— 16	Salent	Nixon	Foochow	Do.
— 17	Norval	Taylor	Manila	Do.
— 18	Magnet	Crosby	Canton	Do.
Mar. 2	Ettie	Black	Hong Kong & Foochow	London.
— 1	Unrivalled	Hedgecock	Singapore	Deal.
Feb. 20	Hong Kong	Jacobsen	Foochow, for Hambg.	Cowes.
Jan. 29	Veritas	Curry	Hong Kong	Surinam.
Mar. 2	Elmstone*	Tomlinson	Shanghai	Deal.
— 1	Moonlight	Nickels	Rangoon	Falmouth.
— 1	Ho Vandsrtouw	Brouwer	Batavia	Brouwershaven.
— 4	Ethiopian	Faulkner	Shanghai	London.
Feb. 29	Zephir	Oostrum	Batavia	Texel.
—	St. Vincent de Paul	Guerin	Saigon	Gironde.
Mar. 3	Pekho	—	Hong Kong	Falmouth.
— 4	Ellida	Randberg	Do.	Deal.
— 3	Sarepta	Oliver	Maulmain	Falmouth.
— 3	Kate Winifred	Starkey	Bassein	Do.
— 3	Morning Star	—	Zebu	Liverpool.
Feb 19	Meta	Barmssen	Amoy, &c.	New York.
— 20	Ocean Chief	Mitchell	Foochow	Do.
— 20	Ethel	Wylie	Hong Kong	Do.
— 21	Pocahontas	Graves	Manila	Boston.
— 21	Bessie Stanton	Cole	Singapore	Do.
Mar. 4	Zodiac	Duddon	Shanghai	Deal.
— 1	Allandale	Gray	Do.	Do.
— 3	Amoy	Nordberg	Canton, for Hamburg.	Falmouth.
— 4	Fort Regent	Osmont	Manila	Do.
— 4	Eastern Chief	—	Singapore	Liverpool.
— 2	Java Packet	Hellingman	Batavia	Texel.
— 4	Lauderdale	—	Foochow	London.
— 4	Ganges	Famwell	Rangoon	Queenstown.
— 4	Flora	Minto	Singapore	Downs.

* 100 days only (sailed Nov. 23).

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 25	Ragna	Taxt	Batavia & Sourabaya	London.
— 25	Pegasus	Jackson	Shanghai	Do.
— 22	Grecian Queen	—	Galle	Shields.
— 25	King Phillip	Hubbard	Yokohama	Cardiff.
—	Schultze Delitsch	Prehn	Singapore	Hamburg.
— 26	Joseph Sprott	Dixon	Shanghai	Liverpool.
— 26	Mary Nicholson	Freebody	Singapore	Do.
— 28	Bertha	—	Yokohama	Havre.
— 26	Phaeton	Milligan	Batavia & Singapore	Liverpool.
— 26	Pacific	Stuart	Galle	Do.
— 27	Virgen del Carmen	Zabala	Manila	Do.
— 27	Sooloo	Eaton	Shanghai	Sunderland.
— 28	D. H. Watjen	Deetjen	Do.	Cardiff.
— 28	Pactole	Ollivaud	Hong Kong	Do.
— 28	Milton	Smith	Do.	Liverpool.
— 27	Johanna Marie	—	Batavia	Shields.
— 29	Brave	Lucas	Yokohama	Cardiff.
— 29	Hohenzollern	Hoshagen	Singapore	Do.
— 29	Chalmers	Phillips	Galle	Sunderland.
Mar. 3	Hindostan	Renner	Shanghai	London.
Feb. 28	Lochleven Castle	McGowan	Singapore	Clyde.
Mar. 2	Blue Jacket	Lusby	Hong Kong	Cardiff.
— 2	Redbreast	Christop	Galle	Do.
Feb. 28	Johanna	Juwchand	Macassar	Lisbon.*
Mar. 4	Cymbeline	le Faye	Tientsin and Chefoo	London.
— 3	Mary Nelson	—	Galle	Shields.

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Gaucho. For Yokohama and Nagasaki: Isles of the South, Queen of the Age. For Shanghai: Douglas Castle, Georges, Prudhoe, Medina, Juanpore, Sir Harry Parkes, Weymouth. For Hong Kong and Foochow: Havelock. For Hong Kong: Jubilee, Ironside, Invincible, Chetah. For Singapore: Meridian, Dewa Gungadhur, La Plata. For Penang: Lord Nelson. For Colombo: Silver Cloud. For Colombo and Trincomalee: Boldon Lawn.

At LIVERPOOL.—For Yokohama: Grenadier. For Shanghai: Janet Ferguson, Charger. For Hong Kong and Canton: Bella. For Hong Kong: Veronica. For Singapore: Iron Queen. For Manila: Trinidad. For Galle: Madge Wildfire.

At GLASGOW.—For Hong Kong: Peru. For Manila and Yloilo: Juliana. For Macassar: Nantib. For Singapore: Omba. For Batavia and Sourabaya: County of Stirling, Columba.

SPOKEN.

GATESHEAD, Newcastle to Shanghai, Dec. 16, near Maiuppa Island.
VERWACHTING, Amsterdam to Batavia, Jan. 27, 8 N. 27 W.
DEVONSHIRE, Cardiff to Shanghai, Dec. 17. 2 S., 128 E.
KADOSH, New York to Shanghai, Dec. 4, 10 N., 122 E.
MADAGASCAR, Cardiff to Hong Kong, Feb. 22, 43 N., 12 W.
SARAH MARY, Cardiff to Shanghai, Dec. 19, 8 S. 126 E.
LOMBARD (French ship) Marseilles to Shanghai, Nov. 22, 6 N., 125 E.
CHANTICLEER, Shanghai to London, Jan. 7, off Pedro Point.
VALENCIA, Macao to Liverpool, Dec. 9, 25 S., 56 E.
RICHARD S. ELY, New York to Hong Kong, Jan. 24, lat. 32, lon. 39.
SOOLOO, Manila to Boston, Jan. 25, 3 S., 31 W.
SALOME, Shanghai to New York, Nov. 23, in the Java Sea.
ATBURN (?) (barq), Macao to London, Dec. 29, 25 S., 61 E.
INGEBURGH, Rotterdam to Singapore, Jan. 26, 4 N., 27 W.
AMELIA, Yokohama to London, Nov. 15, 4 S. 107 E.
MEDEA, Plymouth to Batavia, Jan. 14, 6 N. (?), 21 W.
JOHANNA, Batavia to Middelburg, Jan. 25, 6 N., 27 W.
MEDWAY, Sourabaya to London, Feb. 8, 10 N., 28 W.
BROADWATER, London to Japan, Oct. 27, 23 days out.
ELIZABETH AND JACOBA, Batavia to Amsterdam, Jan. 23, 5 N., 23 W.
BENVENUE, of and from London, for Penang, 12 days out.
GRANITE CITY, Shields to Singapore, Feb. 22, 14 days out, 46 N., 14 W.
SWANLEY, Japan to New York, Dec. 29, 24 S., 62 E.
COTHERSTON, Manila to Falmouth, Feb. 8, 5 N., 21 W.

FREIGHTS AND CHARTERS.

We have no change to note in berth freights to the Eastern ports since our last issue; previous quotations are well maintained.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight, 40s. and 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 50s. weight, 45s. meast. To Cheefoo: 60s. weight or meast. To Hong Kong: 50s. weight, 35s. meast. To Amoy: 60s. weight, 50s. meast. To Manila: 50s. weight, 55s. meast. To Singapore: 30s. weight, 35s. meast. To Penang: 35s. weight, 40s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £53. For Hong Kong: £44. For Saigon: £50. For Singapore: £34. For Batavia: £32. For Colombo, £30. For Galle, £36. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 10s. For Shanghai: £2 12s. 6d. For Chefoo, £2 15s. For Hong Kong, £2 2s. 6d. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 13s. For Batavia, £1 10s. For Galle, £1 4s. For Colombo, £1 8s. 6d.

The Admiralty have invited tenders for the conveyance of 10 tons, meast., drain pipes, 1 ton, meast., mineral tar, and 66 tons, weight, asphalte, from the Thames to Hong Kong.

CASUALTIES.

The Pegasus, Jackson, which sailed from London, Feb. 25, for Shanghai put back March 2 to Deal.

The Lobelia, Hulman, from Saigon which arrived at St. Helena, Jan. 28, and sailed 29 for Falmouth, had shifted her cargo during a cyclone which she encountered Dec. 5 and 6, in lat. 11 S., long. 99 E.; she had made a great deal of water, and was obliged to attach the steam engine to the pumps.

MISCELLANEOUS.

At ST. HELENA.—Jan. 28, Lobelia, Hulman, from Saigon, and sailed 29 for Falmouth; 29, Ann Adamson, Hutton, from Singapore, and sailed for London; Odulia, Gastanaga, from Manila; 30, Helena Donner, Hochreuter, from Bankok.

At TABLE BAY.—Dec. 25, Thomas Brown, Jackson, from Foochow, and sailed 27 for Boston.

At SIMON'S BAY.—Dec. 20, Favourite, Thorpe, sailed for Galle.

The steamer *Kwang-tung*, built by Messrs. Hall, Russell, and Co. Aberdeen, for Messrs. Douglas, Lapraik, and Co., Hong Kong, will be launched on the 10th inst.

On the 25th inst. there was launched from the yard of Mr. Richard Thompson, Deptford, Sunderland, a beautifully modelled barque, 750 tons, classed A 1 ten years, owned by Messrs. Porter, Rixon, and Co., of London. This vessel is intended for the China trade, and is named the *Stanley Castle*, to be commanded by Captain D. M'Dougle, late of the *Sir Lancelot*.

The Tay Shipbuilding Company on the 25th ult. launched from their yard at Dundee a barque named the *Amoor*, of 305 tons register. Her dimensions are—length over all, 120 feet; breadth, 23 2-10; depth, 15 4-10; is classed 10 years A 1 at Lloyd's, and is intended for the China trade. Captain Duncan, lately of the barque *Niger*, has been appointed commander. She is owned by W. O. Taylor, Esq., and others.

Messrs. Stephen have also launched the *Omba*, a composite sailing ship of 900 tons, and classed 16 years A 1 at Lloyd's. This very fine ship is owned by Messrs. Killick, Martin, and Co., of London, and is to be employed in the China and Japan trade.

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To sail on the 10th of March

FOR SHANGHAI, the splendid Clyde-built Clipper, DOUGLAS CASTLE, A 1 14 years, 678 tons register, ALEXANDER MCRITCHIE, Commander; East India Docks. This vessel has proved herself to be very fast, and is strongly recommended to shippers.

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To sail on the 12th March.

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THE LONDON AND CHINA TELEGRAPH

THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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VIA BRINDISI.]

The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 275.] LONDON, FRIDAY, MARCH 13, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	Jan. 6
Yedo			
Yokohama	Nov. 18	Jan. 15	Jan. 19
Nagasaki	—	—	Jan. 17
Hakodadi			
CHINA — Peking			
Tien-tsin			
Chefoo	—	—	Jan. 23
New-chwang			
Hankow	—	—	Jan. 23
Kiu-kiang	—	—	Jan. 24
Chin-kiang			
Shanghai	Nov. 26	Jan. 12	Jan. 26
Ningpo			
Foo-Chow	—	—	Jan. 22
Formosa—Tamsuy			
Amoy	—	—	Jan. 23
Swatow			
Hong Kong	Dec. 10	Jan. 22	Feb. 1
Canton			
Macao			
PHILIPPINES— Manila	Nov. 26	Jan. 13	Jan. 22
COCHIN-CHINA— Saigon			
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	Jan. 30
MALACCA STRAITS— Singapore	Dec. 17	Jan. 30	Feb. 7
Penang	—	—	Feb. 10

The next inward mail (the first under the new contract) is due on the 23rd inst. It will bring Hong Kong dates to Feb. 12. Telegrams from Hong Kong to 21st Feb. have been received via Calcutta, and will be found in another column.

NOTICE TO SUBSCRIBERS.

THE new mail contract now coming into operation necessitates a change in our days of publication. From this time the LONDON AND CHINA TELEGRAPH will be issued on delivery of the P. and O. mails every alternate week, as well as for the French mail arriving about the 6th of each month; a change which gives two additional numbers in the course of each year. Should the French mail service be made a fortnightly one, the TELEGRAPH will become a weekly paper.

List of Passengers.

PASSENGERS INWARD.

By this mail, per P. and O. steamer Massilia, arrived at Marseilles March 12.—From Hong Kong: Messrs. E. Pettit, Edward Sheppard, J. W. Lewis, J. Anderson, and J. Crossley.

For Southampton, per P. and O. steamer Poonah, expected to arrive on the 19th inst.—Commander K. H. A. Mainwaring, Messrs. John T. Gabriel, George Abbott, J. D. Coleman, A. Petterson, W. E. Chown, and eight second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Syria, from Southampton, March 14.—To Hong Kong (via Bombay): Mr. C. F. Beart, Mr. D. Phillips.

Per P. and O. steamer Massilia, from Marseilles, March 22.—To Yokohama (via Bombay): Mr. Walters.

Per P. and O. steamer Ripon, from Southampton, March 21.—To Shanghai: Rev. E. W. and Mrs. Syle, Mr. and Mrs. C. E. Carter, Mr. and Mrs. W. King. To Hong Kong: Mr. Conconi, Mr. H. Moscrop, Mr. W. W. Blayney, R.N. To Singapore: Mr. E. B. Gould, Miss Woolley, Dr. and Mrs. Moniot, Lieut. Holbeche. To Ceylon: Miss Wilson, Mr. W. Wragg, Mr. R. Roughton, Mr. and Miss Creasy, Mr. J. Gray, R.N., Mrs. Gray.

Per P. and O. steamer Nyanza, from Marseilles, March 29.—To Nagasaki: Mr. W. Stok. To Shanghai: Mr. Gilmour, Mr. T. A. Annett, Mrs. Robinson, Mr. J. M. Ringer, Mr. E. Milsom, Mr. Essex. To Hong Kong: Mr. J. G. Austin, Mr. A. McG. Heaton, Mr. T. H. Chapman, Mr. S. A. Gundry, Mr. C. J. King, Mr. F. R. Gamwell, Mr. H. Marshall, Mr. Kinnear, Mr. Hale, Mr. R. F. Hamilton, Mr. Pearcy, Mr. J. Goddard. To Singapore: Mr. and Mrs. Adamson and child. To Ceylon: Mr. H. McKenzie.

Per P. and O. steamer, from Southampton, April 4.—To Ceylon: Mr. Byrde, Mr. and Mrs. Byrde and child.

From Marseilles, April 12.—To Shanghai: Mr. E. J. Hogg. To Hong Kong: Mr. R. S. Walker, Mr. E. Hodgson. To Batavia: Mrs. Wierderholt, daughter, and governess, Mr. A. G. T. Marx. To Ceylon: Mrs. Mais, Mr. A. Reeves, Mr. E. E. R. Wiggin.

Summary of News from the Far East.

BY the receipt of our despatches *via* Brindisi we are enabled to anticipate the mail *via* Marseilles, which will be delivered in London to-morrow morning.

JAPAN.

YOKOHAMA.

The present mail brings no later dates from Japan. The *Japan Herald* of the 18th January has the following remarks on the political situation:—

The most important item of this budget of news is the retirement of Stotsbashi to his castle at Osaka, where he arrived on the 7th instant, with his ministerial officials, adherents and forces. Satsuma was in power at Kioto at the head of his faction, and had assumed charge of the young Mikado, placing his troops on guard at the gates of the palace.

At Hiogo and Osaka everything was perfectly quiet, and nothing was perceptible to the casual observer indicative of the important events which have taken place, and are yet on the *tapis* at the neighbouring city of Kioto, with the exception of a more numerous assemblage of armed men at Osaka, who are, however, principally troops belonging to Stotsbashi, or followers of his friends, some of whom are to be seen in the ancient and fantastic Japanese war dress, which they wore when recently guarding the gates of the Mikado's palace.

A correspondent, who saw the entry of Stotsbashi into his castle on the 7th, writes, that his countenance and those of his followers bore signs of the deepest depression, but the late Shiogoen, who has hitherto shown the abilities and energy of an able statesman, will doubtless not entirely sink into obscurity and insignificance under the adverse events which have temporarily borne him down.

It is yet to be seen whether the present victory of Satsuma and his adherents will either hinder or prevent the assembly of Daimios, which was to have taken place to consider the government of the country, and the policy to be adopted towards foreigners; and further, whether his position and supremacy are to be viewed as representing the united voice and will of the nobility and power of the country, or as the successes of the leader of a faction, combined but for the present gaining of a point, and whose interests once clashing may need but little incentive to cause dissension and violence amongst themselves.

CHINA.

SHANGHAI.

We have no later advices from this port, but gather a few items of news that did not reach us by the French mail.

The following is translated from a native newspaper printed and published at Shanghai:—"The particulars respecting the appointments of Chi Kang and Tsun Kia Ku as Chinese Ambassadors we have not yet been able to learn, but a friend from the capital has supplied the following decrees:—'The 26th day of the 10th moon (T'ung Che, 6th year). We have received the memorial presented by the Office of Foreign Affairs praying that the (U. S.) Envoy Burlinghame, who in the transaction of business had shown himself genial, just, and thoroughly acquainted with foreign and Chinese matters, should be ap-

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pointed to visit Foreign Treaty Powers in the capacity of Envoy, and upon due consideration, We approve of and give our Imperial assent to the prayer of the memorial. Respect this.'

"And on the 1st of the 11th moon.—'We have received the memorial of the Tsung-li-Yamen praying that officials might be appointed to visit Foreign Treaty Powers as Envoys from China, and we accordingly, assenting, appoint Chi Kang, holding the rank of Taotai and decorated with the peacock's feather, and Tsun Kia Ku, Prefect and Lang Chung of the Board of Rites, to proceed to foreign countries in the capacity above indicated. This being the first occasion on which such envoys have been deputed, it is expedient that some reward should be given to the officials thus deputed. Both Chi Kang and Tsun Kia Ku are now elevated to the dignity of second class Button, and are to visit Foreign Treaty Powers as envoys from China. Respect this.' A supplementary memorial has been presented by the Tsung-li-Yamen requesting that Cho-Peh-Hau (Brown) may be appointed first assistant, and Ye-Shan (de Champs) second, &c." The mission was to leave for San Francisco by the P. M. S. S. *China*, on the 25th February.

Several daring acts of piracy have been perpetrated off the Saddle Islands, near Shanghai; two cases are recorded at length in the local papers; there appears to be no available foreign naval force to suppress the pirates.

The appeal case in the matter of Mackellar and Co.'s bankruptcy, which should have been heard at the Supreme Court on the 15th January, was put off by mutual consent to the 25th January.

The rebels have committed great atrocities in Shantung, and the country people have destroyed a large number of them; 30,000 are estimated to have perished in this way and by cold and hunger. They have again appeared in force, however, opposite Chin Keang.

Another outrage has taken place at Kiukiang, a British subject having been seized by the Chinese authorities, who entered his house, bound, and carried him off. He was released upon the demand of the Consul, but no other satisfaction has as yet been obtained.

The *Hankow Times* says:—"The general commanding the *Yang-chiang-tei*, or Franco-Chinese Contingent, has duly warned the inhabitants on this side of the river to take severe measures against any of his troops found creating disturbances, or imposing upon [the people of Hangkow, who are to bind and bring over to him all such offenders. The latter operation may be conceived to be attended with some difficulty, judging from the stalwart appearance of some of these 'irregulars.' It is reported that Kwan-wen, the late Viceroy of Hoo-kwang, has been appointed to the same office in Pechili, the metropolitan province. The late Governor-General of Pechili has been degraded, from the disordered and disaffected condition of this important province. The walls of the native town have been for some time covered with both customary and unusual proclamations from the Prefect, Colonial-Commandant, and the Tautai. Wandering folks and disbanded braves are warned away from Hankow. The Prefect forbids the carrying of silver at night, and advises that it should always be carried in the covered barrels properly used for this purpose."

Under the head of "business at Shanghai," the *Recorder* has the following:—

On the "silver lining to every cloud" principle, in the midst of many disasters and misfortunes, some advantage has accrued to Shanghai from the recent course of commercial events. The hopes of spreading foreign trade by means of the newly-opened ports have proved in a great measure unfounded, the heavy expenditure necessary for keeping up such establishments being far more than the nature of the business could support. Gradually, therefore, more and more firms have been disposed to give up an unprofitable branch of their trading and to concentrate their energies more particularly to their original business at the larger ports.

Shanghai in particular has gone through a noticeable change in this respect; the business becoming gradually more localised, and the port and inland trades being more and more conducted by the Chinese, who can work them more effectually and far more cheaply than can be done by foreigners. The quarter in which this change is most noticeable is in the northern trade, the number of native merchants engaged in which have increased to an enormous extent during the last six months or a year. Within the last fortnight we are informed that some 70,000 pieces of shirtings have been bought by Chinese merchants for transhipment to the northern and other coast ports, while the average consumption of that article in Shanghai locally does not exceed something like 10,000 pieces during the same period.

The advantages of means of foreign transport, and the absence of barrier taxation, are strikingly illustrated by the above-named fact. Around Shanghai there are a vast number of interior depots, at which probably as many shirtings could be disposed of as at the coast ports, and it is strange that scarcely any demand for the interior of the country seems to exist in Shanghai.

It would appear at first sight a matter of some regret that the coast trade is gradually completely falling out of the hands of the foreigner into those of the native; but in reality we do not think this is the case. To those who have unfortunately laid out funds in property and other business arrangements at the new ports, it is of course to be regretted that a change has taken place whereby they must become losers of money; but this must not blind us to the fact that the ports with expensive establishments are not by any means so good a mode of disposing of our cargo as leaving it in the hands of the natives, and inducing them to take their supplies from Shanghai and other large trading depots.

An error of a not unnatural description was made with reference to treaty ports before the working of the Chinese fiscal system was fully known. It was thought that access to the interior was all that was necessary to enlarge the market for our manufactured goods, whereas the truth is that the amount of outlay required to keep up a branch establishment probably far exceeds the difference in price obtainable upon all cargo bought or sold.

What is required to improve the foreign import trade is not the possession of more ports but the diminution or total abolition of the barrier dues. Our policy, in fact, is not to spread ourselves (at least so long as we require to live in expensive European style) to all the places where our goods can be bought; but if possible to obtain security that the native trader in our wares will not be unduly taxed.

By degrees another advantage is being felt in Shanghai from the abolition of many of the business agencies at the outports. The firms who have adopted this course are becoming better supplied with means than they could possibly be under the old system, where their funds were dissipated in different directions. Capital is now becoming more concentrated, and will in all probability be invested more safely and more profitably in business of a local nature.

HONG KONG.

The second ordinary meeting of the Hong Kong Fire Insurance Company was held on Jan. 25, at the office of Messrs. Jardine, Matheson, and Co., general agents. The Hon. W. Keswick occupied the chair. The chairman said that the shareholders had met for the purpose of adopting the report of the past year and approving of the accounts up to the 31st December last. Mr. Burrows congratulated the shareholders on the fact that they had escaped with so small an amount of loss from the late fire. The chairman observed that the total amount of the loss was $88,951.60; but they had reason to congratulate themselves even then. Mr. Bosman proposed that the report be now adopted and the accounts passed; which, being seconded by Mr. Deacon, was carried unanimously. Mr. Rowett then proposed, and Mr. Burrows seconded, that the committee for the year should be composed of the following members—Messrs. Duncanson, Heard, Kaye, Ryrie and Rangel, the two latter being re-elected; which motion was unanimously carried. Mr. Bosman remarked that as the company terminated on 11th May, 1869, it would be desirable to take some steps with regard to the acceptance of risks expiring after that date, as although such was not the practice with Marine Insurance Companies, he considered that it would be well for this company either to effect reinsurances of such risks or to provide that the new company to be formed at the expiration of the present one should take them over. The chairman stated that such a step might be taken even twelve months before 11th May, 1869; and it was a very important point for consideration. The former committee had already considered the matter, and in a few months' time he was sure something would be done. [The Report and Balance-sheet will be found in full elsewhere.]

Dates hence are to the 1st January—two days later. The memorial against the Military Contribution is to leave on the 12th February. Two-thirds of the signatures (exclusive of Chinese) are foreign.

The Hong Kong Chamber of Commerce some time since proposed to discontinue telegrams from Mr. Lane (London) and receive them through Messrs. Gibson, Thomson and Co., of Galle, but learns that no improvement on Mr. Lane's system can be guaranteed. The decision upon the lines to be used—Galle, Kiachta, and San Francisco—still awaits discussion.

Two cases were lately disposed of by Mr. May the sitting Magistrate, in which the Gambling Licence became a point of difficulty. The charge preferred against the prisoners in each case was that of gambling in a public unlicensed gambling-house; but the charge fell through from the fact that no proof was forthcoming to satisfy his Worship that the houses were frequented by others than friends. Recently eight Chinese were charged with a similar offence by Inspector Daly, who found them in a house, No. 52, Square-street, Taipingshan. With two Europeans and eight Chinese the inspector surprised this gambling haunt at seven P.M.; and the fourth prisoner he found seated on a stool, with a lantern, in the passage or entrance to the house. By this watchman the alarm was given, and a rush was immediately made for the back doors, by means of which about

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twenty escaped. Out of the number the eight prisoners were captured; and in the gambling room were found dice, cash, counters and the usual paraphernalia requisite for the fantan. One of the lokongs stated that the house was used only as a gambling house, and that no one lived in it. His Worship said that there was no doubt but that the fourth prisoner was a watchman for that gambling house; and for that offence he would fine him $200, and in default of payment to go to gaol for six months. It had been deemed necessary by the Government, in order to bring the vice of gambling under control, to license certain houses for that purpose. It appeared, however, that the prisoners were not satisfied with going to the devil in the recognised way, so they did so in an unlicensed manner. In addition to this, he learned that five or six of them were notorious thieves, and a fresh charge would be brought against them on that account. He would at present fine them $50, or in default imprison them for three months. His Worship then called upon Mr. Douglas, gaol superintendent, to identify the old offenders amongst the prisoners; when six of them were recognised. The magistrate, however, on second consideration, thought it would be better to defer the charge until they served their first sentence, to prevent any difficulty regarding the double sentence. Mr. Douglas said that such would be the most advisable course, the more especially as the prisoners were fit subjects for deportation. One of the prisoners had been twice in prison for attacking and knocking down people in the street, and had been flogged for that achievement. His Worship observed that Inspector Daly had done a great public service in bringing up such men before the Court.

A commission has been appointed by the Portuguese Government to inquire into coolie trade and other abuses at Macao. Interesting revelations are expected.

The loss of the Hong Kong Fire Insurance Company by the late fire (Nov. 1867) amounted to $88,951.60.

The salary of the Canton Chaplain is to be raised to £600 per annum during the current year.

Tenders have been invited for the completion of a sea wall at the western end of Victoria.

The rebuilding of the cathedral organ is being rapidly proceeded with, and the main portion of the fittings are already in place. It was anticipated that the instrument would be ready for use by the middle of February, when it was intended to open it with a full choral service. The additional stops now being fitted will add considerably to the power of the organ, which will be one of the finest this side of the Cape when completed.

His Excellency Sir Richard Mac Donnell has, with the approval of the Major-General Commanding, appointed Captain John T. Bolton Mayne, 73rd Regiment, to be aide-de-camp.

In our last issue we reported the application of the Hong Kong and Shanghai Bank to annul the bankruptcy of Messrs. Dent and Co. From the *China Mail* we take the following particulars of a similar application on the part of the Agra Bank.

(Before the Hon. the CHIEF JUSTICE.)—January 31st, 1868.

AGRA AND MASTERMAN'S BANK V. DENT AND COMPANY, BANKRUPTS—MOTION TO ANNUL BANKRUPTCY.

The Attorney-General, instructed by Mr. Caldwell, appeared for the bank; and Mr. Whyte, instructed by Mr. Francis (Mr. Gaskell's clerk), appeared on behalf of the bankrupts. In this case the Agra Bank appeared as a judgment creditor upon a judgment obtained against the estate, in the same manner as in the former case of the Hong Kong and Shanghai Bank against the same defendants.

On reference being made to the documents in the hands of the official assignee, some discussion took place between the Chief Justice and the Attorney-General as to who was Registrar of the Court in Bankruptcy. The Attorney-General said that, under the Ordinance, the Registrar of the Supreme Court was the Registrar of the said Court in Bankruptcy. This, however, the Chief Justice did not admit, but appeared to argue as if the Bankruptcy was a separate Court in itself. The Attorney-General argued somewhat warmly (but subsequently apologised for his warmth) that the Ordinance was clear on the point that the Registrar of the Bankruptcy Court was the Registrar of the Supreme Court, because the Bankruptcy Court was merely a branch of the Supreme Court.

The Attorney-General referred to, and cited cases in support of, principles precisely similar to those quoted in the case of the Hong Kong Bank, In addition to what he previously said, however, the learned counsel remarked that the act and the intent of bankruptcy must be concurrent and coeval, and it would be absurd to argue the possibility of the act of one man being concurrent with the intent of another who was thousands of miles away.

Mr. Whyte followed on behalf of the bankrupts, but said that he did not wish to recapitulate the arguments used on a previous occasion. As to the petition, he ought to have appeared for the official assignee; and as regards costs, this was a material point. He had no option now but to appear for the petitioning creditor.

Chief Justice: Do you not appear for the official assignee? I all along understood that you appeared for the official assignee.

Mr. Whyte, after some conversation, stated that he had since been retained by Mr. Huffam for the official assignee.

His Lordship remarked that the same alteration would require to be made in the previous case, so that the official assignees should be represented in both cases.

Mr. Whyte then proceeded to say that there was no such institution in existence as the Agra and Masterman's Bank, but that the attorney concerned in the judgment now sought to be put in force had signed as attorney for that institution. In fact, it was a matter of notoriety.

The Chief Justice remarked that he could not deal with matters of notoriety. He had not a common mind here, but a judicial mind; he had no common sense here, only judicial sense.

Mr. Whyte further remarked that Mr. Caldwell, who signed the petition, had no authority to do so, and that therefore the petition was not duly attested and signed. The learned counsel alluded to a few other minor objections, and concluded by expressing the unreasonableness of setting aside a solemn adjudication simply because all the partners were not on the spot. His learned friend based his case upon old cases which occurred before the law of bankruptcy was so qualified. Partners, he (Mr. Whyte) maintained, had power to act for each other in bankruptcy. Besides, all the other partners had ratified the acts of bankruptcy committed by their partner here, insomuch as they had come in and submitted to the Court. But, in addition to all this, he at least claimed that the adjudication in bankruptcy against John Dent was irrevocable; and this point he noted because of what he had seen of the papers. As to the transfer of the money to Macao, the learned counsel argued that the transfer was fraudulent and clearly a good act of bankruptcy; and he concluded by stating that the petitioners in this case only sought their own interests to the detriment of the other creditors.

The Attorney General replied. He said that, as to the non-existence of the Agra and Masterman's Bank, he went on the judgment now in Court. In co-partnership, acts *in* bankruptcy were very different from acts *of* bankruptcy.

The Chief Justice said that these were very difficult cases for him to determine, as they were between the banks and the creditors. It was not for the Court to aid the banks much, as against the other creditors; and he would consider the cases in a strictly legal manner. He had very grave questions to consider in the former case—as to the conduct of directors of the Hong Kong Bank, in that they lent money to directors, who were looked upon as *bona fide* directors who ruled that company, but who were in reality creditors instead of partners of that very company. These persons allowed Mr. Dent to appear to the world as the chairman of the bank and a large holder of shares, upon which people trusted him; but when the bankruptcy arrived, the bank at once hurried to get the execution for their debt before those who by their means had trusted him. His lordship remarked that he was sorry that he was driven by the Hong Kong Bank to consider subjects so grave; but he would never shrink from giving judgment upon any matter which came before him—at the same time, others would have to take the responsibility. He had not as yet come to a conclusion; but it was unfair (he would not say dishonest) in the bank to draw back as they had done, and then rush at priority. He wished to know what moral right the bank had to lend Mr. Dent a single cash under the deed of incorporation. He would, however, defer judgment.

The following, on a proposal that the United States should acquire a "concession" at Woosing, is from the *China Mail*:—

When adverting in a late issue to American interests in China, we noted the confirmation which had been given to believers in American desire for annexation by some recent official acts. We had not then noticed a communication, signed by General James L. Kiernan, and addressed to the Editor of the San Francisco *Bulletin*, and the manner in which our own suppositions are verified by this document is somewhat curious. We reproduce the letter in full below, as it bears upon a matter of considerable importance to British interests in China. The Consul advocates the acquisition of Woosung in a manner which would totally change foreign relations with China if carried out. According to the policy at present pursued there has been a tacit understanding between all the Treaty Powers, that, no matter what steps are taken as to establishing "settlements," no territorial acquisition shall be made by any one of them. That France has long desired to free herself from this well understood, if unwritten, agreement is no secret; it remains to be seen whether the United States will also pronounce against the present line of policy, which has hitherto, as regards France at all events, been maintained solely by the uncompromising attitude assumed by Great Britain. During Mr. Wade's tenure of office as *Charge d'Affaires*, he more than once positively instructed Consular officers, that the word "concession" as applied to the ground occupied by British residents, was not to be used. French officials still use the words "Concession Francaise," and have thus maintained a silent protest against the views of Great Britain, although it has been hitherto understood that the French Government has acceded to our expressed desire to avoid the assumption of direct Imperial authority over the land occupied by its subjects. If, however, the United States Government should decide upon "acquiring" Woosung the thin end of the wedge will have been inserted, and, as we can do no more than protest, the matter really rests with the American Government, which certainly has the means, both monetary and political, of attaining any such end. One thing is certain, that if the "acquisition" of Woosung by the United States becomes an accomplished fact, France will immediately follow suit, and Great Britian must then, in self-defence, assume a responsibility from which she now shrinks. We cannot say that we regret the prospect thus opened up, as we see in a British "protectorate" of various points upon the coast the best means of eventually benefiting the empire. But we cannot but urge upon the British Government the desirability of coming to some clear understanding upon the matter with other Treaty Powers, or it will find itself ignominiously "left out in the cold" as regards any negotiations which may take place, and the time has passed when a "protest" from Great Britain carried the weight of something more than a mere expression of opinion.

The following is the letter to which we refer. The italics are our own. It is headed—

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AMERICAN FOOTHOLD IN CHINA—CARD FROM GEN. KIERNAN.

EDITOR BULLETIN.—In your issue of the 11th instant I notice an editorial headed "American Foothold in China," in which you advocate *the acquisition of Woosung by the United States as a colony in the same manner in which the British hold Hong Kong.* From my experience as Consul in China, I earnestly endorse your advocacy, and believe that Woosung, from its topographical position, is the place which for our mercantile and other interests should be acquired. It is the tongue of land at the junction of the Yangtz-te and Whangpoo rivers, fourteen miles nearer the sea than Shanghai. The heaviest freighted vessels can at any time come and anchor there, which they cannot do at Shanghai, on account of the "bar" between Woosung and that place. Being at the junction of the Great River and the Whang-poo, it would anticipate Shanghai in the way of trade, while all such advantages which Shanghai now possesses could be transferred thence by a railroad long talked of, and which, by land, would be only seven miles long.

The objections that we want no territory outside the United States is practically refuted in our purchase of Alaska and our attempted purchase of the Bay of Samana, &c. Therefore, why not acquire Woosung, which, for our future commerce, is infinitely of more importance than either? Its acquisition will be really our first foothold in the East—the first effort for commercial preponderance there, and a simple duty which the United States owes to the metropolis of the Pacific.

In my "Notes on China," published in your paper, I advocated the acquisition of Woosung several months ago. I am pleased to see that in your desire for the welfare of the country, and appreciating the future greatness of San Francisco, you second my views, and now, through you, I call on the merchants of this city to take immediate action, and by their influence on Congress, shortly to reassemble, to secure this most important "foothold" in China.

We have a representative there now, the Hon. Anson Burlinghame, *who, I know from my own experience,* can effect more with the Chinese Government than any other foreign representative, and who would most ably and effectually carry out the wishes and interests of the country as conveyed to him.—Yours respectfully,

James L. Kiernan, United States Consul.

We must take the liberty of doubting General Kiernan's assertion as to Mr. Burlinghame's power with the Chinese Government. On the contrary, we can positively state that individually the American Minister was able to effect less without the aid of his colleagues than the ministers of either England, France, or Russia. That he accomplished what he did was chiefly that his sincere cordiality as regarded British interests assured him of the British representative's support in most questions, and that in those which did not concern us he was at liberty to act as he saw fit, having no opposition to dread on the part of his colleagues, who were not ill pleased at his taking the onus of inducing fresh concessions. It was far different from the other treaty powers, whose arms hitherto have been so dependent upon their mutual interests that the act of one affected all. That the British minister is the chief, if not only, supporter of the new mission is significant, and we may add that we are confidently assured that the matter was under discussion at the British Legation before Mr. Burlingame even received the offer he has accepted.

SIAM.

We have been favoured by Sir John Bowring with a copy of the following congratulatory letter, or New Year's address, sent by his Majesty the King of Siam to his foreign friends in Siam and elsewhere:—

S. P. P. M. MONGKUT, called in Siamese "Phra-Chomklau chao-yuhua," in Magadhi, or language of Pali, "Siamikanam Maha Rajah," in Latin "Rex Siamensium," in French "Le Roi de Siam," in English "The King of Siam," and in Malayan "Rajah Maha Pasah," &c., begs to present his respectful and regardful compliments and congratulations in happy lives during immediately last year, and wishes the continuing thereof during the commencing New Year, and ensuing and succeeding many years, to his foreign friends, both now in Siam, namely, the functionary and acting Consuls and consular officers of various distinguished nations in treaty power with Siam, and certain foreign persons under our salary, in service in any manner here, and several gentlemen and ladies who are resident in Siam in various stations, namely, the priests preachers of religion, masters and mistresses of schools, workmen and merchants, &c., and now abroad in various foreign countries and ports, who are our noble and common friends, acquainted either by ever having had correspondences mutually with us some time, or ever had friendly personal interview with us some time, at anywhere and remaining in our friendly remembrance or mutual remembrance, and whosoever are in service to us as our consuls, vice-consuls and consular assistants, in various foreign ports. Let them know our remembrance and good wishes toward them all. Whereas this very day is known generally in Europe as the first day of the month of January, *in Anno Christi* 1868, the first day of the New Year, which is known by us in our native astronomical system as the day of *Sdasiti sonkrant* or *Daxin Basu sonkrant*—the day in which the sun crosses that part of Ecliptic in which part the sun's diameter was largest for the sun being lowest or nearest to the earth on that very day in the year; so that this very day was remarked by us in like manner of the 1st January of Europeans, always corresponding to the day of the *Sdasiti sonkrant* or *Daxin Basu sonkrant* to us. Though we are not Christians the forenamed king was glad to arrive this day in his valued life, as being the 23,085th day of his age, during which he was aged 63 years and three months, and being the 6,067th day of his reign, during which he reigned upon his kingdom 16 years and 8 months up to the current month. In like manner he was very glad to see and know and hope for all his Royal family, kindred and friends of both native and foreign, living near and far to him had arrived to this very remarkable anniversary of the commencement of solar year in *Anno Christi* 1868, which is, in Syamese astronomical system, the year 4,969th of the Kaliyug, which will be added on, being elapsed of 48 days hereafter, and being of the Chinindial civil era 1229, which will be added to be 1230 on being elapsed of 103 days hereafter. In their all being healthy and well-living like himself, he begs to express his royal congratulations and respect and graceful regards to all his kindred and friends both native and foreign, and hopes to receive such the congratulation and expression of good wishes toward him and members of his family in very like manner; as he trusts that the amity and grace to one another of every one of human beings who are innocent is a great merit, and is righteous and praiseworthy in religious system of all civil religion, and best civilised laws and morality, &c.

Given at the Royal Audience Hall, "Anant Samagome," Grand Palace, Bangkok, on the Wednesday, the seventh night of waxing moon; age of the Lunar month of Prissia, the second of the cold season in the year of Hare or Rabbit, ninth decade of the local Era 1229; corresponding to the Solar date of 1st of January, *Anno Christi* 1868, which may be called 18th year, or, in fact, the 6,076th day, of reign of the fourth Sovereignty in the present royal dynasty upon the Siamese kingdom.

FIRE AT FOOCHOW.

Telegrams received *via* Calcutta, dated Hong Kong 21st Feb., report an extensive fire at Foochow, in which it is said that the premises of Messrs. Gilman and Co., Holliday, Wise and Co., and Russell and Co., are said to have been partially destroyed. The total loss is stated at £40,000, of which £10,000 falls on the Imperial Assurance Company, £10,000 on the London, and $70,000 on the China Fire Insurance Company. The reports are somewhat obscure; one telegram, received by Messrs. Gilman and Co.'s agent in London, is in these terms:—

Hong Kong, Feb. 21.

Our office only (at Foochow) burnt. Books saved. Imports at Hong Kong in a wretched state.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

HOLDSWORTH—On the 10th March, at Blyth Cottage, Manor-park, Lee, Kent, Mrs. F. K. Holdsworth, of a son.

LAMMERT—On the 15th Jan., at Hong Kong, the wife of Mr. G. R. Lammert, of a daughter.

PARISH—On the 25th Jan., at Buenos Ayres, the wife of Frank Parish, Esq., H.M.'s Consul, of a daughter.

WIGRAM—On the 6th March, at 43, Portland-place, the wife of Robert J. Wigram, Esq., of a daughter.

MARRIAGES.

HANBURY—PEASE.—On the 11th March, at Lawrence Weston, Thomas Hanbury, of Mortola, near Ventimiglia, Italy, late of Shanghai, third son of D. R. Hanbury, of Clapham-common, to Katharine Aldam, eldest daughter of Thomas Pease, of Westbury-on-Trym, near Bristol.

STOPFORD—WALLER.—On the 10th March, at St. Paul's, Knightsbridge, by the Rev. the Chaplain-General, James Sydney Stopford, Esq., fifth son of the late Hon. and Rev. Richard Bruce Stopford, to Catherine Mary, eldest daughter of Sir Thomas Wathen Waller, Bart.

STUART—PARAMORE.—On the 15th Jan, at St. John's Cathedral, Hong Kong, by the Rev. W. R. Beach, Captain William Stuart, of Peterhead, to Bessie, second daughter of the late Samuel Paramore, Esq., of Devonport.

WHEELEY—TOWNSEND.—On the 16th Jan., at St. John's Cathedral, by the Lord Bishop of Victoria, assisted by the Rev. W. R. Beach, M.A., Colonial Chaplain, Edward Wheeley, Esq., to Isabella Glencairn, eldest daughter of John Townsend, Esq., Commander of the *Fort William*.

DEATHS.

BRACKENBURY—On the 1st March, William Congreave C. Brackenbury, Esq., H.M.'s Consul at Corunna, youngest son of the late Sir John Macpherson Brackenbury, for many years H.M.'s Consul at Cadiz.

DAVIES—On the 22nd Jan., at Hong Kong, Mabel Mary Langdon Davies, aged five months.

JARDINE—On the 7th March, at 24, St. James's-place, Margaret Seton, wife of Robert Jardine, Esq., M.P., aged 21.

NEAVE—On the 10th March, at 78, Eccleston-square, Sir Richard Digby Neave, Bart., of Dagnam-park, in his 75th year.

SHAY—On the 7th Jan., at Foochow, George Shay, of Truro, Mass., U.S.A.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA AND SHANGHAI.—Our advices from these ports are of no later dates than those received by the French mail.

CANTON.—Hardly any business had been done in consequence of China New Year, but operations were likely to be resumed after the holidays. Some 900 piculs of common lead have been sold at $7.40 to 7.45, leaving on stock 2,100 piculs. Quicksilver, 40 flasks at $72 to 73.50; stock, 40 flasks.

HONG KONG.—The China New Year having intervened since last mail, a small business had been done, at prices which show some decline on previous quotations. Now that the holidays were nearly over, a brisk trade was looked for, although heavy arrivals by the Ajax, Channel Queen, Albert Victor, and Sophie, may prevent any advance on current rates. Cotton Yarn remained very quiet, the large quantities on the spot, and expected, had completely paralysed the market; and until some of the heavy stock was worked off, the downward tendency must prevail. Woollens: There was little or nothing doing, any inquiry that did exist having completely subsided. Raw Cotton: Some few sales of Bengal staple were reported, at somewhat better prices, and should the imports from India continue on a moderate scale, there ought to be a further advance, as stocks were far from excessive. The quotations were:—Cotton Yarn, per picul, No. 16 to 24, $125 to 132.50; No. 28 to 32, $150 to 155; No. 38 to 42, $160 to 165. Shirtings, Grey, 7 lbs. piece, $2.40 to 2.45; 8.4 lbs., $2.87 to 3; 9.10 to 9.12 lbs., $3.90 to 4.25. Shirtings, White, 52 to 56 reed, $2.40 to 2.45; 64 to 66 reed, $2.90 to 3.20; 68 to 72 reed, $3.20 to 3.75. T-Cloths, 6 to 6.12 lbs., 32 in., $1.90 to 1.95; 7 lbs., $2.35 to 2.40; 8 lbs., 36 in., 3.10. Shirtings, White Spotted, $3.20 to 3.25. Shirtings, Dyed, $4.10 to 4.20. Turkey Red Shirtings, 3 lbs., $2.80 to 3.

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CHINA AND JAPAN EXPORTS.

TEA.

FOOCHOW.—Congou: Settlements had been continued on a more limited scale in consequence of the short supply. The Teas generally being of very inferior quality, the decrease in value obtained was greater than can be expressed by the quotations annexed, which show only a slight advance in price. About 1,000 chests had come forward, and it is probable that there are not above 1,000 to 1,500 chests to arrive from the interior. Souchong: Several small chops of very inferior quality had changed hands. Oolongs: About 7,000 half-chests had been taken, principally for shipment to America. 3,000 half-chests had been added to the stock, and about 1,000 packages are reported to be close at hand. Scented Teas: There had been no transactions. The sales had amounted to 5,210 chests Congous, 518 chests common Souchong, and 7,041 half-chests Oolongs. The quotations (in short taels) were:—Dust and broken leaf Congou, taels 6 to 13; ordinary common, taels 13 to 15; good common, taels 16 to 17; light flavoury, taels 18; Souchong, taels 14.5 to 17.5; common to good Oolong, taels 13 to 20.5.

CANTON.—Settlements of Country Congou had been 4 chops at rates ranging between Tls. 17 to Tls. 22½. Prices were looked upon as fully 1 to 2 Tls. higher than last home values for Teas of similar quality. It was reported that the bulk of the remaining chops were offered for, but resulted in no business—buyers were generally inclined to advance the rate 1 tael. Stock consisted of 11 chops, against same period last season 32 chops. Some inquiry had been made for District Congous at previous prices, owing to the high rates demanded for Country descriptions. Nothing desirable was to be had. A good demand was made early in the fortnight for Scented Teas and Canton-made Greens, at slightly easier prices, which may be accounted for by holders being anxious to realise previous to the holidays. Quotations are as follows:—Country Congous, Tls. 17 to 22.2.5; Canton District Congous, Tls. 17 to 20; Scented Orange Pekoe, Tls. 15.5 to 21; Scented Caper, Tls. 17 to 22; Canton Greens: Gunpowder, Tls. 11.5 to 17; do., Imperial, Tls. 21 to 23.

SILK.

CANTON.—Owing to the China New Year holidays very little business has been done. There was a fair stock of Short-reels on the market, with a good proportion of really fine silk. Long-reels, say Loonkongs and and Cumchuks, were firmly held at exorbitant prices notwithstanding the absence of inquiry on the part of foreigners. In Re-reeled but little had been done in medium kinds; fine to finest have been purchased at moderate prices. It was expected that silkmen would be easier in their asking prices as soon as business was resumed. The stock was estimated at 100 bales Loongkongs, 250 bales Tsatlee reels, 100 bales Kowkongs, 200 bales Cumchuks, Lucktows, &c. Quotations were as follows:—Tsatlee reel, best, $560; do., No. 1, $535; do., No. 2, $520; Loongkong, No. 1, $570; No. 2, $555; Cumchuk and Lucknow, No. 1, $490; Re-reeled do., No. 1, $540; Kowkong, No. 1, $480; Mahang, No. 1, $490; Seulam, No. 1, $480; Hang Tang, No. 1, $380; Punjum, No. 1, $145; Waste Silk, No. 1, $58; Pierced Cocoons, No. 1, $70.

APPROXIMATE LIST OF SHIPPERS OF BLACK TEA FROM HANKOW, SHANGHAI, AND FOOCHOW, SEASON 1867-68.

Shanghai dates to Dec. 31, Foochow dates to Dec. 28, 1867.

	Foochow.	Shanghai.	Total.
Jardine, Matheson, and Co.	6,303,551	1,899,080	8,182,631
Birley and Co.	5,861,616	—	5,861,616
Birley, Worthington, and Co.	—	2,716,365	2,716,365
John Foster and Co.	6,898,454	—	6,868,454
Adamson and Co.	3,485,071	3,133,980	6,619,051
Overweg and Co.	1,289,259	4,981,230	6,270,489
Gilman and Co.	3,239,495	3,001,560	6,241,055
Heard and Co.	3,664,449	1,531,395	5,195,844
Russell and Co.	3,808,615	1,301,265	5,109,880
Olyphant and Co.	4,195,796	788,280	4,984,076
Gibb, Livingston and Co.	2,574,618	812,770	3,387,388
Margesson and Co.	2,979,030	—	2,979,030
Turner and Co.	1,790,212	1,080,555	2,870,767
Rusden, Phipps, and Co.	2,465,237	—	2,465,237
E. H. How and Co.	2,342,522	—	2,342,522
J. Silverlock and Co.	1,858,791	—	1,858,791
Siemssen and Co.	1,337,154	393,285	1,730,439
Sassoons, Sons, and Co.	949,231	419,250	1,368,481
Russian Hongs	—	1,296,330	1,296,330
Fussell and Co.	1,285,331	—	1,285,331
Holliday, Wise, and Co.	819,243	369,390	1,188,633
Bull, Purdon, and Co.	1,153,100	—	1,153,100
Thorne Bros.	—	921,525	921,525
Blain, Tate, and Co.	—	894,960	894,960
Reiss Bros	—	773,955	773,955
Geo. Barnett and Co.	—	575,880	575,880
Shaw Bros. and Co.	—	499,140	499,140
Petrocochino and Co.	—	450,885	450,885
Bourjau, Hubener, and Co.	—	309,540	309,540
Kinnear and Co.	278,082	—	278,082
Butterfield and Swire	—	261,270	261,270
W. Newman	448,956	—	448,956
From Foochow by known shippers			59,027,813
„ by others			98,658
Total from Foochow			59,126,471
From Shanghai			28,391,890
„ by Messrs. Pustau and Co.			2,158,402
„ by other shippers			11,833,237
Total from Shanghai (including Hankow)			42,373,529
GRAND TOTAL.			
By known shippers from Foochow and Shanghai			89,578,105
By other shippers			11,921,895
Supreme total			lbs. 101,500,000

LIST OF SILK SHIPPERS FROM SHANGHAI; 1ST JUNE, 1867, TO 17TH JANUARY, 1868.

	England.	France.	Hg. Kg.	Bombay.	Amrca.	Lghrn.
Adamson, W. R.	1,248	—	—	—	—	—
Birley, W., and Co.	433	—	—	—	—	—
Batt, E W.	315	—	—	—	—	—
Barnet, Geo. and Co.	931	—	—	—	—	—
Bourjau, Hubener, & Co.	319	101	—	—	—	—
Brand, I.	149	—	—	—	—	—
Bovet Bros.	—	569	—	—	—	—
Bower, Hanbury, & Co.	2,919	828	—	—	—	—
Brand and Monro	2,822	—	30	—	—	—
Carter and Co.	1,789	5	—	—	—	—
Chapman, King, & Co.	277	—	—	—	—	—
Coutts and Co.	17	—	—	—	—	—
Cumine and Co.	236	—	—	—	—	—
Dow and Co.	56	320	—	—	—	—
Fogg, H. and Co.	22	—	—	—	—	—
Gamwell, F. R.	740	743	—	—	—	—
Gibb, Livingston, & Co.	1,115	—	—	—	—	—
Gilman and Co.	1,098	383	—	—	—	—
Gutschow, C., and Co.	86	221	—	—	—	—
Holliday, Wise, and Co.	1	90	—	—	—	—
Heard and Co.	332	137	—	—	—	—
Hogg Brothers	1,106	—	—	—	—	—
Jardine, Matheson, & Co.	1,397	326	—	22	—	—
Jarvie, J., and Co.	479	12	—	—	—	—
Krauss, A. A.	82	—	—	—	—	—
Milsom and Tod	17	780	—	—	—	—
Meynard and Co.	—	113	—	—	—	—
Nachtraib, A., and Co.	—	30	—	—	—	—
Overweg and Co.	727	14	—	—	—	—
Petrocochino and Co.	185	134	—	—	—	5
Primrose and Co.	222	538	—	—	—	—
Pustau, W., and Co.	615	29	—	—	—	—
Parsees	—	—	33	245	—	—
Reiss and Co.	611	—	—	—	—	—
Russell and Co.	76	931	—	—	—	—
Raffard, C.	—	32	—	—	—	—
Remi, W., and Co.	83	—	—	—	—	—
Sassoon, D., and Sons	32	—	20	89	—	—
Sassoon, E. D., and Co.	—	—	—	182	—	—
Scheibler, Matthaei, & Co.	1,045	131	—	—	—	—
Shaw Bros. and Co.	615	—	—	—	—	—
Siemssen and Co.	249	228	—	—	—	—
Skeggs, C. J., and Co.	1,460	—	—	—	—	—
Smith, H.	12	—	—	—	—	—
Smith, J. M., and Co.	50	—	—	—	—	—
Textor and Co.	1,742	—	—	—	—	—
Thorne Bros.	36	—	—	—	—	—
Trautmann and Co.	160	—	—	—	—	—
Theric and Co.	—	134	—	—	—	—
Turner and Co.	60	—	—	—	—	—
Wright, J. H.	47	217	—	—	—	—
White, F. G.	93	—	—	—	—	—
Wilkinson, A., and Co.	434	15	—	—	—	—
Chinese	415	—	82	—	—	—
Sundries	144	36	253	80	200	—
Total	27,103	6349	418	618	200	5

EXPORT OF TEA AND SILK, SEASON 1867-68.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total. Bales & Cases
From June 1 to Dec. 31, 1867	294506	50748098	41344299		11256091	103642994	40486
Corresponding period last season	716907	49450430	41492824		10315469	101975630	3666

Shipments Since;

Jan. 9	per Peterborough	From Foochow		787,900
— 13	... Gleam	... Yokohama		257,138
— 19	... James Shephard	... Shanghai		1,038,427
— 20	... Art Union	... Canton		686,263
— 21	... Royal Diadem	... Shanghai		496,211
— 21	... Pechelee	... Canton		589,175
— 30	... Donnai (F. ml. str.)	... Shanghai, &c.		— 1,450
— 31	... Benares (ml. str.)	... do.		— 506

TO UNITED STATES.

	Pcls.
From June 1 to Dec. 31, 1867	24729607 981
Corresponding period last season	21910111 858

Shipments Since:

Jan. 7	per Benefactor	From Yokohama	602,536
— 15	... Homer	... Shanghai	601,666
— 18	... Guam	... do.	372,844
— 23	... Galatea	... —	3,378

TO THE CONTINENT.

	Bales.
From June 1 to Dec. 31, 1867	985036 —
Corresponding period last season	1628800 —

Shipments Since:

Jan. 6	per A. E. Vidal	From Foochow	426,300
— 27	... Clipper	... Macao	14,120

TO AUSTRALIA.

From June 1 to Dec. 31, 1867	11,226,855 lbs.
Corresponding period last year	8,071,178

Shipments Since; None.

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EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 3¾d.	4s. 4¼d.	4s. 4¼d.
Shanghai „ „ ...	5s. 10¾d.	5s. 11¼d.	6s. 0d.
Canton „ „	4s. 3¼d.	4s. 3¾d.	4s. 3¾d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Manila „ „ ...	4s. 4d.	4s. 4¼d.	4s. 4¾d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300½ to 301	Rs. 218 to 219 p. 100 dols.
„ Hong Kong	28 p.c. di-.	—
Bar silver	Tls. 111.4	11½ p. c. prem.
Mexican dollars	Tls. 73.0.0	2 p. c. prem.

Bons, at Yokohama, 300 to 301 per 100 dols. At Nagasaki, — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 1; Old, 10 per cent. premium.
China Gas Company, par.
Hong Kong and Whampoa Dock, New, 15; Old, 25 per cent. premium.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 100 dols. premium.
Hong Kong and Macao Steamboat Company, 18 per cent. discount.
Hong Kong Hotel shares, 55 per cent. discount.

The following is from Messrs. Sharp's Bullion Circular:—

EXCHANGE.—A slight improvement has taken place during the past fortnight in sterling exchange. At the commencement of business for the outgoing mail, credits at six months' sight were sold at 4s. 3¾d. This continued to be the quotation for some days, and most of the paper offered on the market obtained that rate, while some bills were even sold at 4s. 3¾d. At present, however, sales cannot be effected at these rates, and business has been done at 4s. 4d. It is to be feared that this improvement, slight as it is, is only of a temporary character, and caused by the unusually small demand for sterling remittance during the past few days. The estimated amount of business by the present opportunity includes about £370,000 sterling, say £110,000 bank paper, and £260,000 private bills, and four lahks rupees.

Bullion.—Since the departure of last mail no Bar Silver has been received, and no transactions of any moment have taken place, the quotation may still be given as 11¼ per cent. premium. A parcel of Canton Sycee has been placed at 9½ per cent. premium, but there is now none in the market. A small business has been done.

Shares.—There has been only a limited amount of business doing in Shares during the past fortnight. Old Bank are eagerly sought after, and the price has advanced to 10 per cent. prem., at which there are large buyers but no sellers; they close very firm at this rate. A good many large lots of New Bank have been fixed at 1 per cent. prem., and some sales have been made at ½ per cent. prem., but there are now buyers at the latter rate. About 80 Hotel Shares have changed hands at 57 per cent. discount, but there are no more sellers at this rate. There are sellers of both old and new Hong Kong and Whampoa Dock at 25 and 15 per cent. prem. respectively, and of Union Dock at 20 per cent. discount. Steamboat may be had at 18 per cent. discount, and a few are on offer at 17. China Traders is quoted 100 dols. prem.

Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From London, Feb. 5, Ariel (reported by telegram).

At HONG KONG.—From London, Jan. 21, Albert Victor; from Hamburg, 11, Energie; from New York, 17, Ashuelot (str.); from London, Feb. 5, Sir Lancelot, Cha Sze, Carmarthenshire (reported by telegram). From London, Feb. 15, Fiery Cross (by telegram).

At MANILA.—From Glasgow, Jan. 15, Rosa de Turia; from Barcelona, 12, Nuevo Lautara.

At SINGAPORE.—From London, Feb. 6, Queen of Ceylon (reported by telegram).

DEPARTURES.

From HONG KONG.—For Falmouth, Jan. 21, Elizabeth Fleming.

From MANILA.—For Cork (via Iloilo), Jan. 20, Castleton; for Cadiz, 18, Pepita; for Barcelona, 16, Carmen; for Boston, 13, Bengal; for New York, 8, Agnes.

VESSELS LOADING.

At YOKOHAMA.—For London, Brilliant, Parana; for New York, Alexandrina.

At NAGASAKI.—For New York, Julia Ann.

At SHANGHAI.—For London, Western Chief, Assyrian, Talbot; for New York, Nabole, Tavistock; for Montreal, Annie Bragington (cleared).

At FOOCHOW.—For London, J. C. Muuro, Corsair; for New York, Lansdowne.

At AMOY.—For London (via Foochow), Eleanor; for New York, Surprise.

At HONG KONG and CANTON.—For London, Sophie; for New York, Ceres, Fidelio.

At MANILA—For London, Belle Maria; for Cork, Adolfo, Hortensia, Rosa del Turia, Sandringham, Tres de Mayo; for Liverpool, Mary Ann Johnston; for Hamburg, Voladora; for Barcelona, Nuevo Lautaro.

At SAIGON.—For Europe, Freya, Malvern, Sea Belle.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Tea £3 10s., Silk £4 to £4 10s. per ton; to New York, per sailing vessel, £3 5s. to £3 10s. per ton of 40 cubic feet, per steamer $45.

At SHANGHAI.—To London, £3 per ton. To New York, £3. Freight scarce.

At HONG KONG and CANTON.—Rates homeward have somewhat improved, while a scarcity of tonnage continues. The following is from the circular of George Holmes:—The Sophie has been taken up at £3 15s. per ton from Whampoa. The Fetisch, 456 tons, Saigon to U.K., £4 7s. 6d. Nuehof, 385 tons, Bangkok to U.K. or Continent, £4 5s. Wye, 348 tons, Manila to U.K., dry Sugar, £4, wet Sugar, Hemp and Coffee, £4 5s. per ton. Estimated number of disengaged vessels in harbour (exclusive of Siamese) 13, representing 5,264 tons.

MANILA.—Freights have advanced, and there is still a good demand for tonnage. The following are the settlements since the last report:—Mary Ann Johnston, 377 tons register, 400 tons wet sugar, and remainder hemp, at £4 per ton, to Liverpool direct. Spanish barque Rosa del Turia, 460 tons register, a full cargo of wet sugar at £4 5s. per ton, to Cork for orders, to discharge in any safe port in the United Kingdom, and 10s. per ton extra for the Continent.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	For.
Jan. 7 ...	Vigil ...	Shanghai ...	London
— 10 ...	Ailsa Craig ...	Foochow ...	London
— 11 ...	Waverley ...	Batavia ...	Do.
— 11 ...	Patna ...	Foochow ...	Do.
— 12 ...	Harvest Home ...	Liverpool ...	Singapore
— 12 ...	Royal Minstrel ...	Shanghai ...	New York
— 12 ...	Catharina (Ham.)...	Singapore ...	Boston
— 12 ...	Peterborough ...	Foochow ...	London
— 13 ...	John Banks ...	Shanghai ...	New York
— 13 ...	Rosella ...	Hong Kong ...	Falmouth
— 13 ...	Glenaros ...	Shanghai ...	London
— 16 —	Estafette (Dut.) ...	Amsterdam ...	Singapore
— 16 ...	Phillip Nelson ...	Zebu ...	Liverpool
— 16 ...	Dundonald ...	Shanghai ...	London
— 17 ...	Kalahome (Siam st.)	Liverpool ...	Singapore
— 18 ...	Malabar (Fr.) ...	Macao ...	Havana
— 18 ...	Mauritius (Ham.)...	Batavia ...	Channel
— 19 ...	Harlow ...	Shanghai ...	London
— 19 ...	Hong Kong (Sp.)...	Macao ...	Havana
— 20 ...	Leopold (Hamb.) ...	Do. ...	Hamburg
— 20 ...	Elise (do.) ...	Bangkok ...	Falmouth
— 20 ...	J. H. Jessen (Prus.)	Hong Kong ...	New York
— 20 ...	Oscar (Danish) ...	Amoy ...	Do.
— 21 ...	Lammermuir ...	Bangkok ...	London
— 22 ...	Chanticleer ...	Shanghai ...	Do.
— 22 ...	Esperance (French)	Macao ...	Havana
— 22 ...	Solo (Hamb.) ...	Cardiff ...	Singapore
— 22 ...	Virgilia ...	Shanghai ...	New York
— 23 ...	Agnes ...	Manila ...	Boston
— 25 ...	Belle ...	Nagasaki ...	New York
— 27 ...	Palma (Hamb.) ...	Saigon ...	Cowes
— 27 ...	Georg Heinrich (do.)	Bangkok ...	Falmouth
— 28 ...	Bengale (French) ...	Saigon ...	Mauritius

PARLIAMENT.

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HOUSE OF COMMONS.

THE TREATY OF TIENTSIN.

(6th.) Mr. OSBORNE asked the Secretary of State for Foreign Affairs whether he would lay before the House copies of memorials addressed to Her Majesty's representative in China on the Treaty of Tientsin by English Chambers of Commerce and mercantile firms in China and despatches of Her Majesty's envoy and chief superintendent consuls in China on the treaty and its revision.

Lord STANLEY: With regard to copies of the memorials there is no objection to produce them. They have been already promised, and will be ready in a few days. But the despatches are communications from the consuls, which, being still under consideration, cannot be produced at present.

THE MALTA MAILS.

(9th.) Sir G. BOWYER asked whether the Government would consider the delay which would be caused by the new mode of transmitting the mails to Malta.

Mr. SCLATER-BOOTH said the Government had already taken into consideration the delay occasioned in the transmission of the mails to Malta in consequence of the new arrangements with the Peninsular and Oriental Steam Packet Company. The Postmaster-General had arranged that, in addition to the Saturday's mail from Southampton, a mail should be despatched on Tuesday, which would reach Malta in seven days. He was not aware what arrangement could be more convenient.

THE CHINESE EMBASSY.

(9th.) Mr. OSBORNE asked the Secretary of State for Foreign Affairs if the appointment by the Chinese Government of Mr. John M'Leavy Brown (described in the Foreign-office List as Assistant Chinese Secretary of the English Embassy in China) to the post of assistant colleague of Mr. Burlinghame, the new Chinese Ambassador, had been made with the concurrence of the English Envoy and Chief Superintendent in China; and if such appointment had received the sanction of Her Majesty's Principal Secretary of State for Foreign Affairs; and if Her Majesty's Government intend to enter into negotiations with Mr. Burlinghame, as chief representative of the Chinese Embassy so appointed, respecting the Treaty of Tientsin.

Lord STANLEY said the appointment in question was made with the concurrence of the British Minister in China. It was made in the first instance on Mr. Burlinghame's own responsibility, but upon the matter being reported to him he had no hesitation, under all the circumstances of the case, in approving the steps taken. With regard to the latter part of the question, he could only say he was not aware at present what his instructions were; but if he arrived, as he presumed he would, duly accredited as the representative of China, he should be prepared to enter into negotiations and discussions with him on all matters affecting the Chinese Empire.

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MISCELLANEOUS.

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CHINESE SLAVERY IN CUBA.—There are 40,000 Chinese slaves in Cuba' says the *New York Times*, and the new importations are constantly and rapidly augmenting their numbers. We call them slaves. They are really such. Their bondage only lasts for eight years, and in this respect differs from the modern slavery of the African race, but in other respects their slavery is as rigorous as it well could be. The nature of their treatment and labour, their absolute subjection to their masters, and the other conditions of their servitude, are such as to make it impossible to regard them as free labourers, or as anything else than slaves. Cuba has been compelled to resort to this system of slavery because of the stoppage of the African slave trade, which until a late day has supplied the island with labour. So enormous are the demands of Cuba for labourers,—so great are the profits of the planters from the employment of enforced labour in the raising of sugar, coffee and tobacco, and in preparing them for the markets of the world, that, when it ceased to be possible to obtain slaves from Africa, they were compelled to find them elsewhere. China opened just as Africa closed, and the work of importing the new stock was at once actively begun. The supply was unlimited, and many of the old African traders at once changed the field of their operations, and went into the new Chinese business. Instead of the demand being as yet satisfied, however, it is now greater than ever, and 1,000,000 of Chinamen would find eager masters on the moment of their arrival in the island. How they are induced to leave their native country, how they are dealt with after they get to Cuba, how they are worked till death relieves them, and, finally, how they are thrown into trenches and wrought up into compost, would form a dark piece of history. The Chinese slaves in Cuba are found to be far inferior to the African slaves on the heavy work of the plantations, but greatly superior as labourers in the great manufactories and in all employments requiring a certain amount of nimbleness, skill and perseverance. Hence, large numbers of them are employed in the great establishments in the city of Havana. No one who has seen these places but will admit the workers are a wretched-looking lot, while their remarkable efficiency is well understood by their employers. It would not be surprising if in twenty years the Chinese slaves of Cuba outnumbered all the other inhabitants of the island. They certainly would do so if women were included among the importations, and if a considerable number of the men did not return to their native land at the close of their terms of bondage. But it is only males who are brought over, and there is little mixture between the Chinese and other races on the island. As it is, however, they are rapidly increasing, and their condition and career must be a problem for the future to solve.

ABORIGINES OF FORMOSA.—Mr. Whyte, Commissioner of Customs at Takow, Formosa, sends in his report of 1867 some account of the savages of that island. This aboriginal race is now of two classes, the subdued and the unsubdued. The latter having intermarried with the Chinese and adopted their habits and customs, but preserving their own former language, are made the medium of communication with the unsubdued inhabitants of the hill country, about forty-five miles north-east of Takow. Once every eight days these savages and the Chinese, accompanied by some of the half-castes as interpreters, resort to a stated place on the border, where the Chinese barter iron and salt against dye, rice (superior to any other grown on the island), hemp, tobacco, and sweet potatoes. No Chinese ever ventures alone into the interior, and no savage crosses the border; in both cases death would follow detection. Foreigners, however, are received in the interior with friendliness and hospitality. The unsubdued savages are described as well-knit, agile men, with dark complexions, delicate features, and black hair and eyes, the latter (unlike those of the Chinese) being large and round. Every household is well supplied with bows, arrows, and muskets, and the face of the country is so bold and precipitous that they need no walls or fortifications as a defence against invasion. Of the origin of this people the Commissioner says nothing certain can be ascertained; they are unlike the Chinese in every respect, and more resemble the Malays in appearance than the natives of any other country. Their country is well supplied with game. They are gradually being absorbed among the Chinese, into whose hands it is hoped this richest part of Formosa will ultimately fall, leading to the development of mineral and other resources of vast extent.

THE AUSTRIAN EXPEDITION TO THE FAR EAST. — The Vienna correspondent of the *Standard* says, An instance of the inveterate dislike of the Hungarians to anything like community of action with Austria was shown in the sitting of the delegations held there on the 3rd inst. In discussing the naval budget the question was put whether Hungary would take part in the projected scientific mercantile expedition to eastern Asia. "Poor Hungary," such was the answer, "has no money for such things, and, moreover, has no interest in voting money in order that the Austrian flag may wave on foreign seas." It is in these last words lies the real motive for non-participation, and not want of funds. If Austria had offered to hoist the Hungarian flag at the maintop of the vessel going out to China and Japan, to furnish it with German scholars and men of science, whose Teutonic surnames she had first translated into Hungarian, as the Hungarians themselves are so fond of doing when a bit of glory is to be got by it, and, paying all the expenses, left Hungary to reimburse her ally when it should be convenient—which would be at the Greek Calends—then Hungary would have been delighted, and we should not have heard a syllable about her being so "poor." The Hungarians, however, have since found reason to doubt the profundity of the wisdom of the speaker on the Asiatic expedition above quoted. M. Overbeck, the Austrian Consul in Canton, is at present in Vienna, and from him it has been learned that for some time both the Chinese and Japanese employ corn flour in considerable quantities as an article of food, not confining themselves any longer, as was formerly the case, to the use of rice and rice flour only. This information has modified very considerably the resolution the Hungarians had come to of not participating in any way in the Austrian expedition to Eastern Asia, and as a fair prospect of finding a new market for their grain thus opens before them, they have given up their original intention of holding back. "Poor Hungary" will now share in the undertaking, and even though it be the flag of Austria, which by this means will wave on foreign seas.

COLONIAL APPOINTMENTS.—The *Daily News* complains of the colonial appointments of the present Government. First of all, Mr. Pope Hennessy was entrusted with the Government of Labuan after his failure to regain a seat in Parliament. Next, the Earl of Belmore was made Governor of New South Wales; and now Sir James Elphinstone, defeated at the last general election in his attempt again to represent Portsmouth, is announced as Governor of Tasmania, all three being partisans of the present Tory Government; while there are several ex-governors who, after spending years in the prime of life as representatives of their sovereign in distant colonies at salaries which barely satisfied the cost of living in their Governments, are now reduced to inactivity, without being entitled, under the present state of the law, to retiring pensions, and who are anxious to be re-employed. In answer to their applications for further employment these gentlemen are, it is understood, told that their cases and pretensions are not forgotten; but that opportunities for re-appointment are scarce; that the Colonial Office is endeavouring when possible to consolidate Colonial Governments, and that in due time their reasonable hopes may be gratified. Meanwhile, however, they are condemned to see new men foisted at once into the greater rewards of the Colonial Office; their past services disregarded, and a slight thereby cast on their characters. The consequences of this conduct are, that profound dissatisfaction is creeping into the Colonial service, that the spring and motive for exertion are being weakened, and that no one knows on what principle the appointments of the Colonial department will henceforth be governed. The right use of patronage and appointment never was a strong point in Tory Government, and all that has been gained of late years under Liberal rule is now, it is clear, in danger. Only lately in the Court of Chancery a barrister of very ordinary capacity was raised to the appellate bench over persons of the highest eminence. Sons of two Cabinet Ministers have been made inspectors of fisheries and of factories. A few weeks ago an artillery officer was converted into an inspector of the poor law. The new Finance Minister for India is entirely without experience in finance. In the course of the present, or early next, year the Vice-Royalty of India will become vacant, and for it two members of the Cabinet are publicly said, in Tory journals, to be raising pretensions.

EXPLORATIONS IN RUSSIAN-AMERICA.—Mr. Frederick Whymper, an artist long connected with the late Russo-American Telegraph Expedition, has recently returned to London, and is, we believe, shortly to lay before the Geographical Society some notes of travel in Russian-America. That territory, so recently acquired by the United States Government, and re-christened by them "Alaska" (sometimes "Aliaska," and occasionally "Walrus-sia"!) is virtually an unknown country, and any contribution to our better knowledge of it should be welcome. In 1866-7 Mr. Whymper made a sledge journey—mainly by a land route—from Norton Sound, Bering Sea, to the Youkon River, wintering on its banks at Nulato, the most interior Russian post. In the spring he proceeded in a "baidarre," or skin-boat, up the Youkon, 600 miles, to a Hudson's Bay Company's Fort, at the confluence of the Porcupine or Rat River, and then descended its course to the sea, a distance of 1,200 miles. The Youkon (known by the Russians as the "Kwichpak") was found to be an immense stream, often opening out into shallow lagoons, and almost anywhere on its lower portion a mile to a mile and a-half wide. From explorations made by other members of the same expedition, we learn that it is navigable for 1,800 miles, and passes mainly through a wooded country. It is frozen up for seven and a-half to eight months of the year, and has in summer a very rapid current. Its most northern point is in about latitude 66 deg. N., and it need hardly be said that an Arctic climate exists. A temperature of 58 deg. Fah., or 90 deg. below freezing, was the lowest cold experienced. The summer, as in Greenland, was intensely warm. Dwelling on its banks were found some eight or nine native tribes, varying from a people near the coast, resembling Esquimaux, to representatives of the buckskin-clothed, much bedaubed, and highly-ornamented Indians of the interior. On the Youkon few of the natives have ever tasted "fire-water," and they only see traders once a year. They are in consequence a decidedly original and unsophisticated people.

THE MANCHESTER MARKETS.—Messrs. Alexr. Collie and Co., in their Monthly Price Current, dated 13th March, state:—"We have to report an active state of business in cotton and goods during the past month. With short periods of excitement and depression alternating, the tendency of prices has upon the whole been upwards, and at the moment of writing for the mail, quotations for our chief staples are at the highest point they have yet touched. There has undoubtedly been a large amount of buying in anticipation of future wants, and prices have to some extent been influenced by these operations. There have also been some purely speculative purchases, which have further strengthened the market, but the activity has arisen mainly from a healthy and legitimate demand. The accounts from most of the Eastern markets are exceedingly good. With the single exception of Batavia, the stocks in first and second hands are in no case excessive, and in the great leading markets, such as Calcutta and Bombay, the supplies on hand are remarkably small,—smaller even than at any period, during the cotton famine from 1862 to 1866. This fact has encouraged buyers for the East to anticipate the growing demand in these markets by operating very freely during the past three or four months. The home trade, too, has been exceedingly brisk, and we estimate that it is taking off at the present moment a moiety of the total production of our looms. In the business of the month Shirtings have figured for the largest share, all widths and weights being equally in favour in proportion to their usual scale of production. Long Cloths have attracted little attention. T-Cloths have been freely dealt in. Madapollams are in very great request, and are well engaged for future delivery. Grey Printers share in the demand and are scarce. Jacconets and Mulls have been largely inquired for, and the latter have advanced in value a greater per centage than any other other article in the market. In Yarns a very large advance has taken place, particularly in the lower numbers, and a fair business has been done in them at a shade under the quotations."

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NOTICES TO CORRESPONDENTS.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, FRIDAY, MARCH 13, 1868.

THE CHINA MISSION.

IN our record of Parliamentary proceedings there is one paragraph that will excite both astonishment and disgust in the minds of our readers. We refer to the announcement made by Lord STANLEY in the House of Commons that he had approved the appointment of Mr. JOHN MCLEAVY BROWN as member of Mr. BURLINGHAME'S Embassy, and that he was prepared to enter into negotiations or discussions with Mr. BURLINGHAME (should his credentials prove authentic) on "all matters affecting the "Chinese Empire." In ur opinion a more fatal error could hardly have been committed. By this hastily-given pledge—which it will be impossible hereafter to withdraw—Lord STANLEY has virtually bound himself to accept just such a settlement of the Treaty revision question as Mr. BURLINGHAME may have authority to offer. The process of revision is removed from the spot where alone it could be effectually carried out, and the responsibility that should rightfully devolve on our Minister at Peking, is removed from his shoulders. Whatever concessions Lord STANLEY may make to the "Chinese Empire," as represented by Mr. BURLINGHAME, must of course be faithfully carried out; on the other hand, whatever undertaking Mr. BURLINGHAME may enter into on behalf of his slippery clients, will inevitably be treated by them as waste paper whenever they find, or fancy, that their interests will be served by such a course. This BURLINGHAME mission, too, comes to us as a second-hand affair. The Ambassador visits the United States first, so that whatever arrangements the American Government may see fit to make with the citizen they are receiving in the guise of a foreign envoy, will serve as a precedent for his proposals to our own Government; and as all questions to be discussed must necessarily be regarded by Mr. BURLINGHAME from an American point of view, any negotiations into which we enter with him cannot fail to be influenced accordingly. It will be observed, too, that Lord STANLEY, when asked to produce copies of the memorials and despatches regarding the revision of the Treaty, refused the latter, on the ground that they were "still under "consideration." This strengthens the supposition that the subject is being "considered" here instead of at Peking—to what purpose we cannot understand. Had Lord STANLEY, in his reply to Mr. OSBORNE, said that "Her MAJESTY'S Government "would welcome the coming mission as an evidence of the good "feeling of China towards this country, and would negotiate "with Mr. BURLINGHAME on all matters *excepting* the revision "of the Treaty, which must take place at Peking," all would have been well. But as it is, the Foreign Secretary stands committed to a course of action that can, we fear, end in nothing but discomfiture. He has evidently been persuaded, by representations from Peking, to accede to propositions that he would, if left to his own unbiassed judgment, have rejected with contempt.

A PARLIAMENTARY paper just issued contains the "Agreement "under which Play-rooms are now held in Heligoland," and a copy of the Hong Kong Ordinance No. 9 of 1867, generally known as the "Gambling Ordinance." The bare text only of the document is given, without any correspondence, comments, or information regarding its working.

GUNBOATS FOR CHINA.

IT will be remembered that in the Navy Estimates of last year a certain sum was appropriated for the construction of twin screw composite gunboats for service in the China Sea. Some wise economists—notably Mr. CHILDERS, Mr. STANSFIELD, and Colonel SYKES—opposed the item as an extravagant one; this elicited a Ministerial explanation to the fact that piracy was on the increase in China waters, owing to the slowness and inefficiency of our gunboats there, and that the ten new, fast, and powerful vessels were necessary to replace them, and thus secure adequate protection for our commerce. To a certain extent the views of the reformers found favour in the eyes of the House, and the number was ultimately cut down to eight; these eight however, were promptly commenced, and we have from time to time recorded, with much satisfaction, the progress made with "the new gunboats for service in "China." Some have already been launched, and have made satisfactory trial trips; others are said to be nearly ready, and an Admiralty order was lately issued to the effect that some six or eight of them were to be ready for commission by the 1st of April. It is with no little disappointment that we state that at present there is little chance that any of these will find their way to their legitimate destination. That they have been specially built for the China station there can be no doubt; but on making inquiries regarding their despatch, we are informed that none of the gun-vessels lately launched, or now building, are intended specially for China; that they will be commissioned as they are ready, for any station where they may be required; and that there is no present intention to despatch any of them to China! This seems almost incredible; it appears nevertheless to be a fact, and we must add, one that is most unaccountable on the part of the Admiralty.

THE SUEZ CANAL.

THE accounts respecting the progress of the work of dredging out the great canal are very contradictory; on the one hand, we are told that the soil has been found to be full of stones which break the buckets and render the work slow and troublesome, while on the other it is stated that 30 dredging machines are in full work, that since the beginning of the present year the excavations have amounted to at least two millions of tons, and that the ship canal may be expected to be opened about the end of 1869. In the meantime, official accounts have appeared of the amount of traffic on the small canal during the present year, the receipts being given as follows:—

	Francs. Cts.
First quarter	255,149.67
Second ditto	262,754.27
Third ditto	300,321.56
October	231,996.41
Total	1,050,221.91

It is calculated that the receipts of the last two months will have carried the amount to 1,500,000f. (£60,000). These results have obtained from a tariff reduced 33 per cent. as compared with the charges made in 1866. It is stated that the English Government sent no less than 19,000 cases of stores to the Suez Hospital for the use of the Abyssinian expedition by this route, and that the Messageries Imperiales and the Peninsular and Oriental Company avail themselves of it for the transport of coal to Suez.

THE DEATH OF MRS. JARDINE.

IT is with the deepest regret that we have to record the death of Mrs. JARDINE, wife of ROBERT JARDINE, Esq., M.P., and head of the firm of Messrs. JARDINE, MATHESON, and Co., China. This melancholy event took place on the 7th inst., in the twenty-first year of her age, about six weeks after the birth of a son and heir. The deceased, MARGARET SETON, was daughter of JOHN BUCHANAN HAMILTON, Esq., of Lerry. The marriage rejoicings, our readers will remember, attracted considerable attention, for the bride was much beloved and esteemed in her native home. Her loss to the neighbourhood was considered of much importance, especially among the poorer classes, who occupied much of her attention. Hard indeed is it to bow to the will of Providence in removing her from this world; for a more happy and useful marriage seemed impossible. Both husband and wife possessed all those virtues calculated to produce happiness in themselves and all around them. Nothing was wanting; they possessed ample means and hearts that could feel for the wants of their fellow creatures.

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It may truly be recorded as one of the most painful and melancholy bereavements ever inflicted. One consolation does remain—and not a light one—that her Christian life in this world has doubtless secured for her a place in heaven. In the words of the poet Lyte, we may say :—

"Swift to its close ebbs out life's little day;
Earth's joys grow dim, its glories pass away.

The remains of the deceased lady have been removed to the home of her childhood in Dumfriesshire, and the burial will take place to-morrow (the 14th inst.) In our next issue we shall give an account of the funeral.

WESTERN CHINA.

An Indian correspondent of *The Times* gives an interesting account of the steps now being taken to open up the trade with Western China. He states that the Bhamo expedition, through the Shan Khakyea country to Talifoo, capital of the Panthays, in South-Western China, left Mandalay on the 13th of January. The King lent Captain Sladen and the members one of his steamers, but the Irrawaddy is so low at this season that they would probably have to take to boats. At Bhamo, mules were ready for them. After spending the large sum of 32,800r., the route advocated by Messrs. Sprye, and surveyed to our frontier, has been most properly abandoned. The survey was forced on the Government of India, in opposition to its better judgment, by Lord Cranborne, who himself yielded to pressure which Sir C. Wood long intelligently resisted. Whatever be the result of the expedition, they are on the old caravan route by which the trade of South-Western China has found its way to Pegu and the Bay of Bengal for centuries. Nothing more has been heard of the French expedition up the Cambodia, which left Saigon nineteen months ago; but correspondents in Upper Burmah believe that it has gone to the highest possible point up the Cambodia, and thence crossed by the caravan route to the Yang-tse-kiang, down which it will sail to Shanghai. Meanwhile, the authorities of British Burmah have made a most important proposal—to construct a railway from Rangoon up the left bank of the Manaddy, 180 miles, to the large city of Prome. A trunk road is being made, at any rate, and the work might be utilised. This is the highway to the frontier at Thyetmyo, to Mandalay, Bhamo, and China. For local purposes the line is required; and it would pass through the most fertile and populous part of Pegu. But it would prove the first section of the true line, for tapping the trade of Sechuen would be to the Manadely and China what the East India line is to the Ganges and the North-West. Now that the Government of India has committed itself to a noble project of guaranteed railway extension, British Burmah should have its share, and this line would be made in a district where timber is inexhaustible, and only one big bridge, the Hlyne, is required.

LAUNCH OF A STEAMER FOR CHINA.

ON Tuesday, the 10th inst., there was launched from Messrs. HALL, RUSSELL, and Co.'s building yard a screw steamer for the trade on the coast of China of the following dimensions :—Length between perpendiculars, 220 feet; breadth of beam, 31 feet 6 inches; depth of hold, 22 feet 9 inches; builder's measurement, 1,440 tons. She is fitted with a pair of direct acting condensing engines of 170-horse power nominal, capable of working up to 600, having extra large boilers with all the modern appliances for saving fuel. She is constructed of iron, with decks and fittings of teak wood, and has a spar deck fore and aft. Her saloon and 'tween deck accommodation will be fitted with due regard to efficient ventilation, which is so necessary to the climate and trade in which she is to be employed, and will accommodate 20 first, 40 second, and 250 third-class passengers; leaving the entire of the lower hold for cargo, for the loading and discharging of which there are two steam winches fitted on the spar deck. She will be brig-rigged, and fitted with the latest improvements for striking yards and masts, and reflects the greatest credit on her builders.

She is owned by DOUGLAS, LAPRAIK and Co., and is intended as a consort to the screw steamer *Douglas*, which was built in the same yard some time ago, and proves very successful. She is to be commanded by Captain SHEPPERD. The launch was accomplished very successfully, and as she glided into the water Miss STRACHAN gracefully christened her the *Quang Tung*.*

* *Kwang Tung* would have been better. It is a pity that the use of the Q — long since abandoned by universal consent in spelling Chinese names—should thus be perpetuated.

A NEW JAPANESE DICTIONARY.

Dictionnaire Japonais-Francais, traduit du Dictionnaire Japonais-Portugais. Publié par Léon Pagés. Paris: Firmin Didot Frères, Fils et Cie.—We have to note the completion of this work, which has been in the press six years. It has been issued in parts, the fourth of which is now in our hands. The editor still promises a valuable addition in a translation of the famous grammar of Rodriguez, and a geographical vocabulary, compiled by Mr. F. V. Dickins, author of *Translations of Japanese Odes*. These latter portions are to be speedily forthcoming, and will form a separate volume. The dictionary is now completed, and makes a large volume in imperial octavo. It is remarkably well printed. The Japanese words are given in a bold black type, with the same in Katakana also.

The original work is a curiosity of literature, having been published first in Japan, in Portuguese and Latin, and afterwards in Manila, in Spanish, in the former case by the missionaries of the Society of Jesus, and in the latter by a Dominican monk. Copies of these works are now very rarely found in Europe or Japan. The Bodleian Library in Oxford possesses the dictionaries in Portuguese and Latin, as well as Rodriguez's grammar, and the Marsden Library of King's College contains one dictionary, Latin-Portuguese Japanese. These we believe to be the only copies in England. The learning and industry of the Jesuits is well known; no difficulties ever prevented them from accomplishing any work necessary to gain over the people of heathen lands to their own faith, and in these erudite works they have left enduring monuments of their zeal and ability.

We lately announced the publication of Dr. Hepburn's Japanese Dictionary, which is a work of sterling merit in lexicography, and we can with equal confidence recommend M. Léon Pagés' dictionary as being alike a necessity for the student of Japanese. They are supplementary to each other. The dictionary of the Jesuits is especially necessary for the readers of Japanese literature, and Dr. Hepburn's work is adapted for the student of the colloquial language more particularly, although it also contains numerous expressions peculiar to the classical and the Buddhistic literature of Japan.

WE understand that all vessels passing Anjer bound to Java are now reported to Batavia by telegraph, at the expense of the Chamber of Commerce, and vessels bound for other ports are reported by post. Should the captains or owners of the latter wish a telegraphic report, the cost of the message must be sent to Mr. SCHUIT, the harbour-master at Anjer, who will forward the telegram.

LETTER FROM MR. BURLINGHAME.

The State Department at Washington has received the following letter from Mr Burlinghame, dated Shanghai, Dec. 11, 1867 :—

SIR,—You will have learned from my telegram from Peking of my appointment by the Chinese Government as envoy to the Treaty Powers, and of my acceptance of the same. The facts in relation to the appointment are as follows: I was on the *Percipy*, proceeding to the treaty ports of China to ascertain what changes our citizens desired to have made in the treaties, provided a revision should be determined upon, after which it was my intention to resign and go home. The knowledge of this coming to the Chinese, Prince Kung gave a farewell dinner, at which great regret was expressed at my resolution to leave China, and urgent requests made that I would, like Sir Frederick Bruce, state China's difficulties, and inform the Treaty Powers of their sincere desire to be friendly and progressive. This I cheerfully promised to do. During the conversation Wensiung, a leading man of the empire, said—"Why will you not represent us officially?" I repulsed the suggestion playfully, and the conversation passed to other topics. Subsequently I was informed that the Chinese were most desirous, and a request was made through Mr. Brown, Chinese Secretary of the British Legation, that I should delay my departure for a few days, until a proposition could be submitted to me. I had no further conversation with them until the proposition was made in form, requesting me to act for them as ambassador to all the Treaty Powers. I had in the interim thought anxiously upon the subject, and after consultation with my friends, determined, in the interests of our country and civilisation, to accept. The moment the position was formally tendered, I informed my colleagues of all the facts, and am happy to say that they approved of the action of the Chinese, and did all they could to forward the interests of the mission. J. M'Leary Brown, late Chinese Secretary of the British Legation, was persuaded in the common interest to act as first secretary to the mission, and Mr. Dechamps, a French gentleman, who had accompanied Ping on a visit to Europe, was selected as second secretary. Two Chinese gentlemen of the highest rank were selected from the Foreign-office to conduct the Chinese correspondence and as couriers. My suite will number about 30 persons. I shall leave for the United States by the return steamer for California. I limit myself in this note to the above brief history of the mission, reserving my reason for accepting it to a personal interview at Washington. I may be permitted to add, that when the oldest nation in the world, containing one-third of the human race, seeks for the first time to come into relations with the West, and requests the youngest nation

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through its representative to act as a medium of such charge, the mission is one not to be solicited or rejected. Dr. L. Wells Williams, for the sixth time, has been left in charge of the United States Legation in China, and is in every respect competent to conduct its affairs. Permit me to request the Government most earnestly not to name my successor until I can give it information, which may be useful in making a selection.—I have the honour to be, Sir, your obedient servant. ANSON BURLINGHAME.

Hon. Wm. H. Seward, Secretary of State.

LETTERS ON THE CHINA MISSION.

A letter on the subject of the Burlinghame Mission, which was sent to the editor of the *North China Daily News* for publication, but was refused insertion by the Editor on the grounds that there were expressions in it "which might offend Mr. Burlinghame personally," has been printed for private circulation. The writer states that "he has taken the question up on purely public grounds, and has merely expressed in plain, unvarnished English a very wide-spread feeling of dissatisfaction at Mr. Burlinghame's present appointment."

SIR,—I have been looking anxiously during the past week for an expression of opinion in the Shanghai press on Mr. Burlinghame's appointment as Chinese Ambassador to Europe, but up to the present both the press and the public have been silent. Is it possible that the news has been so unexpected, so very unlooked for, that we have not yet had time to weigh its import and estimate its value? It may be perhaps that the intelligence has been of such a startling nature that the foreign community has for the most part hesitated in attaching credit to it, and even those of them who did believe it looked upon the affair as one of those curious Oriental mysteries, the solution of which would require considerable time and information. A mystery it certainly is—an Aladdin's wonder in this land of wonders—a mystification and a puzzle, the clue to which it is not easy to obtain.

The question suggests itself at the outset—what can be the origin and what the object of this movement on the part of the Chinese? Has it been the spontaneous offspring of their own thought—having its birth in the mind of some enlightened native official, some statesman who is in advance of his age and is prepared to adopt Western ideas of progress and reform?—or is it the scheme of some subtle European brain who sees in it a means of furthering his own interests and, it may be, of conferring a tithe of good on the empire at large? We are told in the published explanation of the affair that the scheme was *suddenly* and *unexpectedly* proposed to Mr. Burlinghame by Wen Ta-Jên at a banquet given him by the Chinese Minister shortly before his departure from Peking. And from reading his apparently semi-official communication in the *North China Daily News* of the 11th inst., it would seem as if the foreign world at Peking were taken by surprise at the project.

I could as well believe, however, that the scheme was the spontaneous conception of a Chinaman, as that a Chinaman would of his own accord suggest the establishment of a Foreign-office at Peking under the entire control and management of foreigners. To an impartial, unprejudiced mind there is very little spontaneity in the affair. A Chinese official would be about the last man in the universe to whom such an idea would suggest itself. Embassies in our sense of the word are very rare indeed in the history of this country—owing to the fact that the Government admits of no equal amongst foreign States, and it is therefore quite incredible to any one who has the least acquaintance with the people, that a foreign embassy, entirely under foreign control and management, should be the spontaneous suggestion of a Chinaman.

To my mind there is but one source from which this attractive looking project of a mission to Europe could have its origin, and that is from the fertile brain of the Inspector General of Maritime Customs. Since Mr. Hart has taken up his permanent residence at Peking he has been gradually working his way into influence both amongst foreign and native officials. His progress has been quiet and stealthy, but not the less steady and certain. Without the assumption of any importance he has gradually gained a hold over the native mind, and his position is now so secure amongst the governing boards that he has positively become a power in the capital. Very little of importance in connection with foreign affairs is now transacted at Peking in which Mr. Hart has not got a potential voice. Of course he never appears in such matters; is never put forward as the ostensible adviser or originator. Possibly he finds it safer to move the wires and wield the power from behind the scenes than to run the risk of being connected with measures which might prove to be a failure, and would probably entail considerable odium. That he has managed, however, to obtain very considerable influence, and mix himself up with State politics, is undeniable. The foreign representatives must feel that he is now a power amongst them, and a power the more dangerous from the fact that he never openly appears in connection with the affairs of the Government, and is irresponsible for their failure. The Russian is the only European Power that has hitherto kept aloof from his schemes. He worked hard for a foreign Customs establishment in Mongolia, but M. Vlangali quietly set his face against it, and the project fell through.

I am afraid that Mr. Hart is too much for our Ministers at Peking. He is apparently master of the situation in the north at present, and in no instance so completely as in the appointment of Mr. Burlinghame. It is a fine thing to be Inspector-General of Maritime Customs and draw an enormous salary of £20,000 to £30,000 a year, but it would be much more gratifying if there were something else to fall back upon after a few years—some such post for example as that of permanent Ambassador to Europe. This would be a post worth working for; a position to which it would be pleasant for an Inspector-General to retire when he shall have made his fortune in China. Should the present mission turn out a failure, and the European Courts refuse to receive Mr. Burlinghame—there the matter ends and no harm is done as far as Mr. Hart is concerned. He has never appeared and cannot of course be made responsible. Under such circumstances Mr. Burlinghame will become the scapegoat, and he will have to bear the brunt of disaster. If, on the contrary, the mission should prove to be a success and be well received in Europe, then the thin end of the wedge has been inserted. Mr. Burlinghame returns to China; he is feted and thanked and rewarded. He has played his part, however; done what was required of him, and he must now make way for other actors. Within a few years of Mr. Burlinghame's retirement another mission to Europe will be projected, and Mr. Hart will retire as permanent Chinese Ambassador on a salary of £10,000 a year!

This is not a very noble role for the United States Minister to play, but I fear it is the one that Mr. Burlinghame is just now performing.

Here the question naturally suggests itself—whether or not it is advisable for the foreign Ministers to permit of Mr. Hart's permanent residence at Peking, and to encourage the growth of that influence which he is acquiring over the Chinese mind. When the Treaty of Tientsin stipulated that British subjects were to be at liberty to assist the Chinese in the collection of Maritime Customs, was it in the contemplation of either of the contracting parties that such collectors of Customs were to become the political advisers of the Chinese? Lord Elgin scarcely contemplated, I should fancy, such an unusual metamorphosis as the transmutation of a revenue collector into a political power at Peking—a power the more dangerous for being intangible and irresponsible, and one that may at any time nullify the action of the Ministers themselves. If Mr. Hart be a collector of customs—let him be so; but then, where is the necessity for the permanent residence at the capital? If he unites the character of politician with his other duties, let such be clearly understood, and let his position be recognised and defined by the foreign Powers and the Chinese Government. Until some such arrangement is made he may at any time prove an impediment and an obstacle at a critical moment of our international relations.

But to return to Mr. Burlinghame. Admitting for a moment that his mission is a purely Chinese idea, we are at once led to inquire as to what its object may be. If it has reference solely to the revision of the Treaty, then it must mean either of two things—viz., that the Chinese are prepared to adopt progressive measures, or are on the contrary inclined to retrograde or stand still. If progress be the import of the mission, there is no need for Mr. Burlinghame; the Chinese authorities here will find the representatives of the foreign Powers only too happy to welcome any steps in advance. There is no necessity for an intermediate in a case such as this; a concession will come with better grace from their own lips, and will be the more readily accepted as genuine and sincere. If, however, as is highly probable, the mission implies a retrograde movement, an effort on the part of the Chinese to stay the action of the Treaty Powers, as the Japanese did with regard to the opening of Osaka some three years ago, then we must look upon Mr. Burlinghame merely as a special pleader—a mercenary (I use the word in no derogatory sense) paid for his services, and employed by a feeble and impotent Government to try and extort from the European Powers that which they themselves despair of obtaining from the indulgence of the foreign representatives in China. Whether Mr. Burlinghame and his mission will be received in Europe under such circumstances is questionable in the extreme. What have the home Governments to do with interlopers or special pleaders of this description? Great Britain and France and Prussia ought to be able to conduct their own affairs direct with the Chinese Government without the intevention of go-betweens. Cannot our Minister (British) manage the affairs of Her Majesty's Government in China without reference to Mr. Hart or Mr. Burlinghame? What have they to do with our international relations? Is the policy of England to be at the mercy of every adventurer in the country, whether he be an Inspector of Customs or a retiring American politician for whom notoriety is capital? Can the representative of the Queen suggest no nobler role for the nation than that of pandering to the vanity or ambition of political schemers? I fear that we have fallen upon evil times; the reins of Government are in weak hands; a Minister of the Crown now finds it more profitable to sit quietly and accept events for peace and comfort, than to influence them as has been the wont of our countrymen in other times.

It is to be hoped, however, that the home Government will see Mr. Burlinghame's mission from the true point of view, and refuse to recognise it. It will be a lesson to political schemers in China when the head of the present mission is told that Great Britain will have nothing to do with him; that he had better confine himself to his own affairs; and that when we have to revise a treaty or transact other business with the Chinese Government we can do so without the intervention of any foreign meddlers.

14th December, 1867. CIVIS BRITANNICUS.

THE OPIUM TRADE.

The Calcutta correspondent of *The Times* has the following remarks on the cultivation and export of opium to China:—

The state of the case is this. China will have opium, just as England will have gin, and Scotland whisky. All facts go to show that the abuse of opium in China, while great, is by no means equal to that of alcohol in Europe. The moral question is not whether China may be supplied with opium, but whether England, as a nation, as the ruling Power of India, ought, in its official and national character, to grow, manufacture, and export the drug, the use of which, after two or three wars, has been legalised in China. Yet this is the position of England at this moment in relation to three-fourths of the opium exported from India. I have taken the trouble of testing the arguments of the Bombay school—who say they are free from all such objections—and of the Bengal school—who are obstinate Conservatives—by studying the working of both systems on the spot. England ought rather, it is said, at once to cut all connexion with the monopoly system, by leaving the growth and manufacture of opium to the ordinary laws of supply and demand, and assume the only true position for a moral and Christian Government of putting on opium the very highest duty it will bear, so as to reduce the abuse attending its consumption to a *minimum*. Now, in Bengal it is as responsible for the trade as any English distiller, or rather as Mr. Disraeli would be if he drew the revenue from a State monopoly of the growth of malt and manufacture of alcohol. In Bombay, on the other hand, England holds the unassailable position of the man who says, "Opium is a natural gift, liable to abuse; China will have it and India will grow it. I tax every chest of 112 lb. exported £60, to check the export and restrain the abuse." It is obvious that under the Bombay

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system of Excise the moral responsibility of the whole nation is not only removed, but the precarious character of the revenue ceases. Poppy-growing and opium manufacture become a trade with China as cotton is with England, and the only question for the Indian Government is, "how heavy a tax will the opium bear?" The change in Bengal doubtless could not be effected all at once; and even if carried out gradually the revenue for a year or two would be reduced. But this, at the worst, is the price which must be paid to get rid, not only of an intolerable and unusual responsibility of a national character—such as Russia even lately shook off, but to secure permanence and even healthy increase in a branch of revenue which would be as steady as the Excise or Customs duties. Mr. Gladstone himself could not calculate on his ways and means if he had to depend on opium, under the present Bengal system, for a sixth of his revenue. Much less can persons like Mr. Massey, who, with no Indian experience, have to depend on the fiscal policy of the very Government and Board of Revenue whose notions of political economy sacrificed Orissa, and who are bound up in the present system, with its vast establishments, which afford highly paid sinecures to the senior civilians pronounced incompetent for a judgeship.

What are the facts? As to Bengal, I have gone through the poppy-fields of Shahalad and have witnessed every detail of the manufacture in the enormous godowns of Patna. Under a severe contract law, twice as penal as any that have ever been proposed for ordinary agricultural produce and scouted by England, advances of money are annually made to the peasants of Behar, Benares, and elsewhere. The State lies out of these advances for a year. Its establishments of highly paid officials, and oppressive or colluding native subordinates, supervise every detail—the preparation of the fields, the sowing, the weeding, the scraping of the capsules, the collection of the crude juice, its transit to the State factory, and its sale in Calcutta. Yet, in spite of its expensive establishments, smuggling is the rule. A large portion is left in the hands of the growers in an average year, and this is sold to men in the Calcutta Bazaar, whose agents bring it down in boats covered by onions, at once to conceal the drug and its smell, or in small bundles by railway. Last year a special detective agency was employed, and made alarming discoveries of this character. In the fields of Malwa, even under the gross misgovernment of native States, the cultivation and trade thrive, because they are on a healthy system of free trade, checked only by excise duties. The peasant ploughs, pounds, and manures his fields the moment the rainy season closes. He, or his money-lender, manufactures a very pure opium after a very simple fashion, takes it to our Political Agency at Indore, pays his £60 a chest of 112 lb. gross, and receives his pass to Bombay, whence the chest is exported on the Political Agent's passport. There is no reason why more than £60 a chest should not be taken high as that seems. If the growth and manufacture were similarly free in Bengal, away from the abuses of native States, and with facilities of transit unknown in Central India, a better opium than at present would be produced by competition. Nor need the cultivation and manufacture be any more free and widespread than is the case with spirits here. A licence might be exacted on the cultivation within certain areas; the produce might be manufactured in a licensed factory, and the whole be worked as under the existing central distillery arrangement. The study of both the monopoly and excise syatems on the spot convinces me that the former will not bear the light of day, and that the latter needs only a fair trial to prove a financial success, both in the amount and permanence of the revenue, as well as its freedom from all moral and economical objections. The Secretary of State should call for Sir Charles Trevelyan's minute, and the other papers extending from Sir R. Hamilton's and Sir W. Muir's proposals in 1856 to the present day.

NAVAL AND MILITARY.

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Some interesting practice took place at Shoeburyness last week in presence of General Taylor, the Inspector-General of Artillery, who has been engaged for the last few days in carrying out his usual half-yearly inspection of that station. The 9-inch muzzle-loading rifled gun was fired with its 250 lb. projectile at the Shoeburyness "running deer," which consists of a wooden target five feet square, mounted on a light carriage, which is dragged at a rapid pace over the sands by means of a team of horses and a long rope. On this occasion the target was at 1,000 yards, and on a given signal started across the sands at a trot, the gunners at the same time opening fire on it with the 9-inch gun. Ten rounds were fired in a little under 8½ minutes, the practice being admirable. All the shots fell close to the target, two of them passing right through it. When it is considered that at this distance the 9-inch rifle gun is capable of sending a Palliser shell through any foreign ironclad at present afloat, and that a considerable number of these formidable weapons are available at this moment for our land and sea defences, such a proof of the accuracy and ease of working of the gun is extremely satisfactory.

We understand that a Royal Commission is about to be appointed to inquire into the whole system of courts-martial. With, possibly, the exception of the proceedings in the Ecclesiastical Courts, there is no branch of our jurisprudence so complicated and unsatisfactory in its operation as our military law. Most of the prominent courts-martial of the last few years threw such discredit on the institution that our wonder is no previous Minister of War took the step which Sir John Pakington has now taken.

Her Majesty's composite gunboat *Dwarf*, intended for service in China, was on the 29th ult. removed from the fitting basin at Woolwich and was placed in No. 2 dock, for the purpose of being fitted with a false keel and bilge chocks, which, from experience in vessels of similar draught of water, are necessary to check the rolling of the ship.

The following new twin-screw composite gun-boats are ordered to be ready for commission by the 1st of April:—Avon, Beacon, Bullfinch, Cracker, Elk and Ringdove.

Accounts from Portsmouth are not favourable as to the health of Admiral Sir H. D. Chads, G.C.B. Sir Henry is 80 years of age, and is labouring under extreme weakness, yet he forms one of the twenty *active* Admirals of the British fleet.

Captain Thomas Symonds, R.N., has received the sum of five hundred pounds from the Admiralty for his services in connection with the improvement of shipbuilding.

Officers belonging to the China Command will not be allowed consolidated allowances while on passage between China and Japan.

The double screw gunvessel Seagull, 3, was launched at Devonport dockyard last week. She measures 663 tons, is 170 feet long, 29 feet broad, and has a depth of hold of 12 feet 5 inches. Her engines will be 160-horse power nominal. The Seagull, like her sister gunboat, the Lapwing, in the same yard, is built of wood with iron stringer plates on the beams, for the purpose of obtaining increased strength. Immediately after being launched the Seagull was removed into the basin, ready for being placed in dock, where her launching cleats will be taken off, and she will be coppered.

Monetary and Commercial.

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The rise in the Indian exchanges consequent on the firm state of the cotton market has within the last day or two induced a demand for silver for the East. About £250,000 has been taken at 5s. 0⅜d. to 5s. 1⅛d. for shipment to Bombay and Calcutta.

It is noticed that there is less inclination amongst the foreign houses to take six months' India and China bank bills, unless at a sensible increase upon the terms lately current, and from this it is inferred that a further advance in the rates is regarded by them as probable.

The Peninsular and Oriental Company have made a reduction in their rate of freight for silver of ½ per cent. to India, and ¼ per cent. to China and Japan. We think this an unwise step on the part of the company, as the difference will in all probability go from the pockets of the shareholders into those of the importers of bullion.

Hong Kong and Shanghai Bank shares have risen £3 10s., in consequence of the receipt of telegrams that a dividend of 12 per cent. would be declared, after placing a large sum to the reserve fund.

The sale of the Labuan Coal-mines, with the plant, &c., has been concluded for the sum of £7,500.

The question of a regular mail communication with Penang is still agitated, and it has been suggested that advantage could be taken of the opium steamers now running between Calcutta, the Straits, and China, as a means of conveying English mails, not only to the Straits, but to China, as all correspondence for Calcutta is now sent *via* Bombay, and the Straits by this route could be reached quicker than by Galle. This would of course necessitate the fixing of the opium sales about a day or two before the due date of the mail from England. We hope the Indian Government will give attention to this question, as, independent of the service rendered to the Straits and China, it seems but rational that the opium sales and steamers should correspond with the arrival of mails from England. The matter should be taken up by the Straits Settlements Association.

A large meeting of the creditors of Messrs. W. H. Smith, Barry, and Co., who suspended on the 25th ult., has been held at the offices of Messrs. C. F. Kemp, Cannan, Ford, and Co., when a resolution was unanimously passed to place the estate under inspection, and three of the principal creditors were appointed inspectors. The debts are about £60,000, and the estate shows assets to nearly the same amount, but as these are chiefly in India some time must elapse before the inspectors will be able to report the probable result to the creditors.

The report of the National Bank of India (Limited), to be presented on the 16th inst., shows an available balance of £23,792, and recommends a dividend for the half-year at the rate of 6 per cent. per annum, with a bonus of 1 per cent., and the appropriation of £2,200 to reserve, which will then amount to £32,200, leaving £3,064 to be carried forward The paid-up capital is £463,200, and the deposits held are £709,568.

Mr. Henry Rutter, encouraged by the success of his "Bullion and Exchange Tables," has published a set of "Silk and Tea Tables" for the use of merchants in the China trade These possess a great advantage over those in which the charges are calculated at one maximum rate throughout, as Mr. Rutter gives tables based on various rates of charges, ranging from the highest to the lowest that are possible, so that his tables can never become obsolete from changes that may occur in the trade. The volume has been very neatly got up by Mr. Effingham Wilson, Royal Exchange.

A private meeting of shareholders in Overend, Gurney, and Co. (Limited) has been held to appoint a committee to carry

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on proceedings at common law to try the question as to the liability of the directors, and four of the shareholders were accordingly nominated.

BOARD OF TRADE RETURNS.

The Board of Trade returns for January show a falling off of £534,154, or about 4 per cent., in the declared value of our exportations compared with those of the corresponding month of last year, and of about 14 per cent. compared with January, 1866. Much of this reduction is due to the fall in cotton, which has caused the actual business carried on to figure for a diminished amount, while in the quantity of goods manufactured and shipped there has actually been an increase. Thus, although the Manchester goods exported were 13 per cent. less in value than in the same month of last year, their quantity was 14 per cent. larger. In cotton yarns the transactions have been considerable, and they show an increase of 25 per cent. in value and 55 per cent. in quantity. Among the other leading branches of industry iron and silk manufactures are alone on the favourable side. There has been an increase of 17 per cent. in the former and 39 per cent. in the latter. A decrease is shown of 18 per cent. in haberdashery, 5 per cent. in hardware, 16 per cent. in linen manufactures, 8 per cent. in woollen yarns, and 16 per cent. in woollen goods. As regards the principal importations of the month, it appears that the cotton landed was 193,174 cwt., against 147,032 in January, 1867; and that the arrivals of wheat were 2,724,152 cwt., against 2,280,431 in January, 1867, more than half being from Russia and the United States, which figure respectively for nearly equal amounts.

The following is a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

The quantity and value of the Tea imported into this country is returned as follows:—

	1866.	1867.	1868.
Quantity for the month ended 31st Jan. lbs.	2,404,160	16,014,030	16,385,368
	1865.	1866.	1867.
Value for the month ended 31st Dec.	£2,402,244	£1,216,203	£1,836,554
Value for the twelve months ended 31st Dec.	£10,044,462	£11,208,815	£10,068,148

The following is a return of the total quantity of Raw Silk imported into the United Kingdom:—

From	1866.	1867.	1868.
	Quantity for the Month ended 31st Jan.		
China	—	—	—
British India	—	—	—
Egypt*	344,870	520,218	472,371 lbs.
Other Countries	218,966	257,108	114,422 ,,
Total	563,836	777,326	586,793 ,,
	Value for the Twelve Months ended 31st Dec.		
	1865.	1866.	1867.
China	£172,626	£130,685	£49,807
British India	206,681	135,777	2,617
*Egypt	6,402,321	4,326,428	4,745,499
Other Countries	3,403,227	2,650,309	2,758,539
Total	10,184,855	7,243,199	7,556,462

* In transit from India, China, and Japan.

The total import of Coffee into this country during the Month is given as follows:—

Imported from	1866.	1867.	1868.
	Quantity for the Month ended 31st Jan.		
Ceylon	244,986	1,207,542	3,356,034 lbs.
Other British Possessions	216,119	419 971	1,048,142 ,,
Total from all parts	1,933,845	2,712,499	6,304,208 ,,

The Imports of Raw Sugar for the Month present the following figures:—

	1866.	1867.	1868.
	Quantity for the Month ended 31st Jan.		
From Java and Philippine Islands	—	111	74,807 cwts.
Total from all parts	500,469	433,282	603,081 ,,

The following return gives the imports of Hemp into this country during the month:—

	1866.	1867.	1868.
	Quantity for the Month ended 31st Jan.		
From the Philippine Islands	—	—	4,931 cwts.
Total from all parts	1,604	9,871	8,240 ,,

The total quantity of Raw Cotton imported in the Month is thus given:—

From	1866.	1867.	1868.
	Quantity for the Month ended 31st Jan.		
China	—	—	— cwts.
British India	91,645	7,779	33,357 ,,
Egypt	10,467	70,727	14,986 ,,
United States	225,857	45,250	111,931 ,,
Total from all parts	373,944	147,032	193,174 ,,

	1865.	1866.	1867.
	Value for the Twelve Months ended 31st Dec.		
China	£1,593,405	£231,736	£20,965
British India	25,005,856	25,270,547	18,984,587
Egypt	13,906,641	9,200,580	7,200.291
United States	12,035,484	34,977,986	25,721.079
Total from all parts	66,032,193	77,521,406	51,997,766

The clearances for Home Consumption of the undermentioned Imports during the Month are returned as follows:—

	1866.	1867.	1868.
	For the Month ended 31st Jan.		
Tea from all parts (lbs.)	8,866,468	9,825,553	8,764,421
Coffee from Ceylon (lbs.)	2,112,979	2,260,687	2,008,497
Do. from all parts (lbs.)	2,990,704	3,507,510	3,289,125
Raw Sugar from Java and the Philippines (cwts.)	19,647	42,288	47,337
Raw Sugar from all parts (cwts.)	679,689	952,645	689,816

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st Jan., 1868, compared with the two previous years:—

	1866.	1867.	1868.
Coffee (lbs.)	32,875,652	29,661,948	42,687,552
Tea (lbs.)	88,200,430	104,675,335	90,547,003
Unrefined sugar (cwts.)	3,429,365	2,730,853	2,189,969

EXPORTS.

The Exports to China and Hong Kong during the Month are returned as follows:—

	1866.	1867.	1868.
	Quantity for the Month ended the 31st Jan.		
Cotton yarn	388,080	396,402	591,496 lbs.
Cotton manufactures	12,996,763	7,808,878	28.939,282 yds.
Worsted stuffs	935,820	2,060,755	1,772,588 ,,
Woollen & worsted cloths	244,875	84,732	150,092 ,,
Lead	467	71	285 tons.

To other countries in the Far East the following quantities of Cotton Yarn were exported:—

To	1866.	1867.	1868.
	Quantity for the Month ended 31st Jan.		
Ceylon	14,000	—	30,000 lbs.
Singapore	46,600	284,200	321,000 ,,

Of Cotton Manufactures the Exports were as follows:—

To	1866.	1867.	1868.
	Quantity for the Month ended 31st Jan.		
Ceylon	1,305,297	1,810,230	1,593,977 yds.
Singapore	2,210,429	4,096,531	10,080,807 ,,
Java	—	756,900	150,102 ,,
Philippine Islands	1,746,608	5,371,809	2,474,120 ,,

The following Return contains the total quantity of the several articles named exported from the United Kingdom to all parts during the Month ended 31st Jan. of the present and two preceding years:—

	1866.	1867.	1868.
Cotton yarn	10,190,702	10,155,537	15,694,203 lbs.
Cotton manufactures	172,119,828	191,323,013	217,666,029 yds.
Worsted stuffs	26,439,715	19,590,303	16,063,604 ,,
Woln. & worsted cloths.	2,632,265	2,262,361	2,139,188 ,,
Lead	1,920	982	2,339 tons.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Mar. 12.
£10	Agra Bank, A shares	All	10 to 11
10	Do. B do.	—	7 to 8
25	Bank of Egypt	All	33 to 35
40	Chartered Bank Ind., Aust., & China	All	17⅞ to 18¼
25	Chartered Merc. of India and China	All	28⅛ to 29⅛
20	City Bank	10	11¼ to 12⅛
28½	Hong Kong & Shanghai Bank	All	4 to 6 pm.
28½	Do. Do. New Do.	5⅝	¼ to ⅜ pm.
50	London and County	20	52½ to 53½
50	London Joint Stock	15	32½ to 33½
100	London and Westminster	20	67 to 69
25	Oriental Bank Corporation	All	41 to 43
50	Union of London	15	33 to 34
	MISCELLANEOUS.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	110 to 112
—	Do. Do 1872	100	105 to 107
—	Do. Do. 1882-3	100	112 to 113
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	3 to 2 dis
10	Credit Foncier & Mobilier of England	All	2½ to 3½ dis.
20	Egyptian Com. & Trading Company	6	5 to 4 dis.
10	General Credit & Discount Company	7½	2⅝ to 2⅞ dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2½ to 1⅝ dis.
50	P. and O. Steam Company	All	56 to 58
50	Do. Do. 1867	5	¾ to 1¼ pm.
10	Upper Assam Tea	All	4 to 5
100	West India Steam Company	60	66 to 68

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THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China and Japan. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan.

NEW ARRANGEMENTS.

From this date Subscriptions to the "**LONDON AND CHINA EXPRESS**" will be regarded as Subscriptions to this **AGENCY** also. Henceforward, therefore, Subscribers to the "LONDON AND CHINA EXPRESS" will be entitled to the execution of orders

FREE OF COMMISSION.

To Non-Subscribers the terms will be, as heretofore, Two-and-a-Half per cent. on Orders over £50, and Five per cent. on Orders for a less amount.

Purchases and Sales of Bank or other Shares, Government Securities, &c., effected at ¼ per cent.

Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

THE HONG KONG FIRE INSURANCE COMPANY.

DIRECTORS' REPORT.

The annexed statements show a balance in favour of the Company, exclusive of capital, of 93,210.43 dollars, from which will have to be deducted the following sums, viz.:—Balance of claims at the fire of the 28th November last, not yet paid, 19,793.44 dollars; Commissions to General Managers and Agents not yet paid, 5,317.84 dollars; one year's office rent to 31st December, 1867, not yet paid, 1,200 dollars, equal to 26,311.28 dollars, leaving the sum of 66,899.15 dollars to the credit of the company after payment of all losses and charges, and exclusive of capital.

The total nett loss sustained by the Company at the fire of the 28th November last in Hong Kong was 88,951.60 dollars.

A sum of 63,000 dols. is now deposited with the Hong Kong and Shanghai Banking Corporation, bearing interest at the rate of (6 per cent.) six per cent. per annum. Eighteen shares have been allotted during the past year, and the capital account with the Hong Kong and Shanghai Bank now stands at 81,000 dols.

Although the position of the Company, as shown by the accounts, is highly satisfactory and would admit of the declaration of a dividend, the Committee are of opinion that in the permanent interests of the Shareholders it would be unwise to make a division of profits at present, and they therefore recommend that the whole amount be carried forward to new account.

WORKING ACCOUNT.

FROM MAY, 1866, TO 31ST DECEMBER, 1867.

DR.

To nett premium collected to 31st December, 1867:—	
Hong Kong	$96,704·16
Shanghai	59,627·00
Amoy	3,900·74
Yokohama	2,900·32
Chinkiang	155·39
Ningpo	156·36
Foochow	1,080·33
Tientsin	154·44
Hankow	1,703·56
	$166,382·30
To interest	13,401·99
	$179,784 29

CR.

By charges as follows:—	
For salaries of assistants and surveyor	$7,483·19
For cost of maintaining engine	591·78
For advertisements, stationery, printing, &c.	1,026·75
For lawyers' fees and legal expenses connected with the formation of the Company	1,997.00
For subscriptions to the Fire Brigade in Shanghai	809·19
For office rent to 31st December, 1866	700·00
	$12,607·91

BY ACCOUNT OF LOSSES.

For losses under Policies Nos. 34, 45, and 213, at fire in Hong Kong, on 30th October, 1866	$4,715·00
For damage to property on Yunlee's premises on Feb. 5, 1867	92·77
For fire at Morgan, Lambert, and Co.'s godown on 28th November, 1867	54,763·18
For fire at Charles Cohen's godown on the same date	11,895·00
For damage done to Chinese property on the same date	2,500·00
	$73,965·95
By balance	93,210·43
	$179,784·29

DR. BALANCE-SHEET.

To paid-up capital on 162 shares	$81,000·00
To balance of working account transferred	93,210·43
	$174,210·43

CR.

By cash in hand	$3,113·73
By cash in hand with Hong Kong and Shanghai Bank in current account	12,529·88
By cash in hand with Hong Kong and Shanghai Bank in capital account	81,000·00
By cash in hand with Hong Kong and Shanghai Bank in deposit account	70,000·00
By cash in hand, five shares in the China Fire Insurance Company	5,014·96
By cash in hand, cost of steam fire-engine	2,551·86
	$174,210·43

JARDINE, MATHESON, and Co., General Managers.

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SEASON—1868.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 18th February, to Tuesday, the 20th November, inclusive.

Telegrams must be addressed "GRANT, KIACHTA."
If Express, "GRANT, KIACHTA," Express.
Express Telegrams may be wired on any day of the week.

CHARGES.

Twenty words or under	Tls. 15
Thirty „	20
And for every additional ten words or under	5 extra
Express Telegrams, any number of words	150 „

The charges are payable by the receiver to Messrs. HALL & HOLTZ, Agents, Shanghai, within THREE DAYS of delivery, otherwise 20 per cent. will be added to the above rates.

Agents at Shanghai . . .	Messrs. HALL & HOLTZ.
„ Tientsin . . .	„ FERGUSSON & Co.
„ Kalgan . . .	„ MATRINSKI & KAZANTZOFF.
„ Ourga . . .	„ TSIDAM ARIEFF.
London Agency . . .	LONDON & CHINA TELEGRAPH OFFICE, 2, Cowper's-court, Cornhill.
Head Office	KIACHTA, ORIENTAL SIBERIA, C. MITCHELL GRANT, Proprietor.

ARRANGEMENTS FOR 1868.

The Proprietor has made arrangements to run six couriers per month in May and June, in the event of delay in the transmission of telegrams by the Russian Telegraph Service. It may not be generally known that the delays during the last season were occasioned by the overflowing of the Rivers Irtisch, Obi, and Yenessei; upwards of 800 versts of Telegraph Line were swept away from time to time. As such inundations occur only once or twice in a century, the Proprietor hopes that the precaution he has taken will prove unnecessary. During the latter two months of last season the line worked very well, and Telegrams were delivered to and from Europe in 18 days; the average time being as follows:—

London and Kiachta by Telegraph	2 days.
Kiachta and Tientsin by Courier	12 „
Tientsin and Shanghai by Steamer	4 „
Total ...	18 days.

A courier having been killed by a fall from his horse last year, the telegram bag was lost, and has not yet been recovered. In order to prevent a recurrence of the inconvenience, it is the intention of the Proprietor to open all telegrams addressed to his care, and forward duplicates by the subsequent courier to their respective addresses, unless he be specially notified to the contrary. The number of stations in Mongolia will be doubled this year. Contracts have been made to deliver telegrams between Kiachta and Tientsin in twelve days; the non-fulfilment of the contracts as to time entails a penalty upon the contractors of from 1 to 3 taels per hour (6s. to 18s.), thus giving a guarantee that delay will not occur.

After the first two months of the season, which are the most severe as regards the climate, the contractors will reduce their contract time to ten days.

C. MITCHELL GRANT.

KIACHTA, January 2nd, 1868.

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PORT OF AMOY.
CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring espatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them

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THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 30th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

	Francs.	
Subscribed Capital	60,000,000 ...	£3,200,000
Capital paid up	60,000,000 ...	£2,400,000
Do. Mar. 15, 1868	10,000,000 ...	£400,000
Do. Sept. 15, 1868	10,000,000 ...	£400,000
Reserved Fund	20,000,000 ...	£800,000

HEAD OFFICE.—14 Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon (Cochin-China), Bourbon (Reunion.)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
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Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposi

NORTH CHINA MARINE INSURANCE COMPANY.

ESTABLISHED IN SHANGHAI, 1863.

DIRECTORS.

W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman
E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.

John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and CO., Agents, Hatton-court, Threadneedle-street.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

LONDON OFFICES:
32, NICHOLAS-LANE, LOMBARD-STREET.

THE ORDINANCE of INCORPORATION having received the Royal assent, a London Register of Shares has now been established, and shareholders in the company desirous of having their shares transferred from the Hong Kong Register, can do so upon application at this office.

Certificates for shares so transferred will be granted in exchange for the original certificates, the conversion being effected from dollars into sterling at the rate of 4s. 6d. per doll

The Ordinance, Deed of Settlement, and London Register of Shareholders can be inspected by shareholders at this office on application to the manager.

Purchasers of shares can have their transfers registered at this office, and also obtain new share certificates in lieu of those surrendered by the transferrer.

Forms of transfer (according to the Ordinance of Incorporation and Deed of Settlement) can be obtained on application at this office.

Dividends on shares on the London Register will be paid in London, in sterling, at the rate of exchange for Bank bills at sight by the mail leaving Hong Kong after the declaration of each half-yearly dividend.

The transfer books for shares on the London Register will be closed for fifteen days previous to the 25th day of June and 25th day of December in each year.

By order of the Court of Directors,
W. H. VACHER, Manager.

TUPPER AND COMPANY.

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SOUTHERN, QUILTY, & Co.

MERCHANTS AND AGENTS

84, FENCHURCH-STREET, LONDON, E.C.

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THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

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JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade
JOHN GOSNELL and Co.'s La Noblesse Soap.
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JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dyed
JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

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ALT AND CO.

PRICE REDUCED TO 10s. 6d.

TABLES for ASCERTAINING the COST PER POUND of CHINA RAW and WASTE SILK. Laid down in London; all charges paid at rates of exchange from 5s. 6d. to 7s. 6d. per tael for Raw Silk, and from 5s. to 7s. 6d. per tael for Waste Silk.

By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph, Cowper's-court, Cornhill.

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COMMISSION AGENTS,

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BARBARA WALTZ and HELENA WALTZ. By FRED. GODFREY. Unprecedentedly popular; the favourite dances of the season. For Piano, each 4s; free each for 25 stamps; for Quadrille Band each 3s.; free each for 26 stamps.

THE GIPSY COUNTESS. Duet for soprano, and tenor. By the composer of "the Flower Gatherers" "What are the Wild Waves Saying?" &c. 3s.; free for 19 stamps.

"Was greeted with loud and continuous applause, and had to be resung before silence could be obtained."—"Dorset County Chronicle."

The same for the Pianoforte. By W. S. ROCKSTRO 4s.; free for 25 stamps.

HOME THEY BROUGHT HER WARRIOR DEAD (Miss M. LINDSAY). Transcribed for the Pianoforte by W. KUHE. 4s.; free for 25 stamps. The song, 3s.; free for 19 stamps.

HER BRIGHT SMILE HAUNTS ME STILL. This national ballad, by W. T. WRIGHTON, may be had everywhere.

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HOLLOWAY'S OINTMENT AND PILLS.—SURE CURE.—Be the ailment internal or external, chronic or acute, inflammatory or otherwise, a certain remedy may be found in one or other, or both of Holloway's preparations. In the nursery and toilet they are equally in place. The use of them involves no danger, the employment of them will not cause the most timid any apprehension of doing mischief. They always relieve, and by their corrective, purifying, and healing powers, invariably prove beneficial in every disorder incident to the human frame. In wounds, sprains, glandular swellings, enlarged veins, and diseases of the skin, Holloway's medicines may be used with safety and certainty, without weakening the system or transferring the disease to other parts.

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OVERLAND ROUTE.—

Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for

GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY.	From Southampton, every Saturday.
CEYLON, MADRAS, CALCUTTA, BATAVIA, SINGAPORE, CHINA, JAPAN.	From Southampton every fortnight—the day of departure being Saturday.
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OVERLAND ROUTE VIA MARSEILLES.

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The 19th of every Month at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th and 29th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

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From Brest, March 14 and 28, April 11 and 25, May 9 and 23, June 6 and 20, July 4 and 18.

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CHINA AND JAPAN, &c.

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Destination.	Ships.	Class.	Dock.	To sail.
Hong Kong ...	Havelock ...	A1 13 yr.		Mar. 20
Do. ...	Corea	A1 14 yr.	L.D.	April 1
Shanghai	Junapore ...		W.I.D.	Mar. 21
Do.	Sir H. Parkes	A1 13 yr.	W.I.D.	April 1

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CHINA and JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Rollo (new) .	A1 13yr.	W.I.D.	March 31.
Hong Kong ...	Chetah	A1 10yr.	E.I.D.	With des.
Yokohama, (Kanagawa) and Nagasaki ...	Isle of the South	A1 13yr.	E.I.D.	With des.

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INDIA AND CHINA.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Docks.	Dates.
Bombay	Albuera	A1 15 yr	E.I.D.	Mar. 30.
Do.	Sakura (str.) ...	A1 14 yr.	E.I.D.	Mar. 25.
Calcutta	Wayfarer	AA 1	E.I.D.	Mar. 20.
Calcutta	Leicester	A1 14 yr.	E.I.D.	April 20.
Shanghai	Weymouth	A1 12 yr.	E.I.D.	Mar. 25.

For Freight or Passage apply at Poolfold-chambers, Cross-street, Manchester; or to 27, Leadenhall-street, London, E.C.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

Destinatin.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Bombay ...	Abergeldie ..	629	A1	E.I.D.	Mar.10.
Do. ...	Braunstone.	1011	A1	E.I.D.	W. des.

No. 22, Great St. Helen's, E.C.

To follow the "Mirella."

DIRECT for BOMBAY. — The fine British built clipper ship ABERGELDIE, A 1, 629 tons register, R. HILDRETH, Commander; East India Docks. This splendid vessel, built in 1863, is noted for her fast-sailing qualities, and well-known for the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Steam to Bombay.

To sail from the East India Docks on the 25th March. With leave to touch at St. Vincent, the Cape, &c., to coal.

DIRECT FOR BOMBAY.—the splendid new full-powered screw steamship SAKURA, A 1, 14 years, 847 tons register; horse-power—140 nominal, 600 indicated; W. BEAZLEY, Commander. This magnificent Clyde-built steamer is guaranteed to make the passage out to Bombay in sixty days from the Downs.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Pool Fold Chambers, Cross-street, Manchester; or 27, Leadenhall-street, London, E.C.

To follow the "Abergeldie." With immediate despa having the greater portion of her cargo engaged.

DIRECT for BOMBAY.—The fine British-built clipper ship BRAUNSTONE, A1, 1,011 tons register; THOMAS OWEN, Commander; East India Docks. This splendid vessel, built in 1864, and metalled in August, 1867, is noted for her fast-sailing qualities, and well-known for the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To sail on the 15th of April.

FOR SHANGHAI the River-built Clipper, LAUDERDALE, A 1 13 years, 851 tons register, G. MOODIE, Commander; East India Docks. This beautiful Ship has just arrived from Foochoo in 97 days. Has excellent accommodation for Passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail on the 17th March.

FOR HONG KONG, the well-known clipper IRONSIDE, A 1 13 years, 898 tons register, C. VAUX, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings London, E.C

To Follow the "Ironside."

FOR HONG KONG, the well-known Favourite Clipper, INVINCIBLE, A 1 13 years (thoroughly Overhauled and Restored), 657 tons register, CHARLES BEECHING, Commander; East India Docks. Has Excellent accommodation for Passengers.

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To sail on the 20th March.

FOR SHANGHAI, the splendid clipper ship, GEORGES, A 1 14 years, 474 tons register; STEPHEN VAREY, Commander, East India Docks.

For Freight, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

With very quick despatch.

DIRECT for SHANGHAI, the magnificent Clyde-built Ship WEYMOUTH, A1 12 years, 829 tons register, W. NORRIS, Commander; loading in the East India Docks. This splendid vessel, noted for her rapid passages in the China trade, is strongly recommended to shippers.

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With immediate despatch.

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THE LONDON AND CHINA TELEGRAPH

THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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(Over the JERUSALEM.)

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 276.] LONDON, MONDAY, MARCH 23, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	Jan. 22
Yedo	—	—	Jan. —
Yokohama	Nov. 26	Jan. 20	Jan. 30
Nagasaki	—	—	Feb. 3
Hakodadi			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	Feb. 3
Kiu-kiang	—	—	Feb. 4
Chin-kiang			
Shanghai	Dec. 10	Jan. 28	Feb. 6
Ningpo	—	—	Feb. 4
Foe-Chow	—	—	Feb. 6
Formosa—Tamsuy			
Amoy	—	—	Feb. 7
Swatow			
Hong Kong	Dec. 26	Feb. 6	Feb. 12
Canton			
Macao			
PHILIPPINES— Manila	Dec. 10	Jan. 27	Feb. 5
COCHIN-CHINA— Saigon			
SIAM—Bangkok	—	—	Feb. 12
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	Feb. 13
MALACCA STRAITS— Singapore	Jan. 10	Feb. 13	Feb. 19
Penang	Jan. 10	Feb. 11	Feb. 15

The next outward mail will be despatched (via Marseilles) on Friday, the 27th inst. The next inward P. and O. mail, with Hong Kong dates to Feb. 26, is due on Monday, April 6. The French mail will be due about the same day. Telegrams in advance of these mails did not reach London until the 20th inst., owing to the rupture in the Persian Gulf cable.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Nyanza, arrived March 21.—From Hong Kong: Mr. E. Vogel. From Singapore: Mr. D. K. Mason, Mr. Tootchari, Mr. and Mrs. Weir, child and Ayah, Mr. and Mrs. Cameron, and two children, Mrs. Nugent. From Galle: Mr. Miller, Mrs. Velch, Mrs. Walton.

To Southampton, per P. and O. steamer Pera, expected to arrive March 29.—From Nagasaki: Mrs. Stewart. From Shanghai: Mrs. Blake and child. From Hong Kong: Mr. Clarke. From Galle: Mr. W. F. Lindesay.

By last mail to Marseilles, per P. and O. steamer Massilia, arrived March 12.—From Shanghai: Mr. J. Anderson, Mrs. Lawrance, child and servant, Mr. J. Crossley. From Hong Kong: Mr. Pettit. From Galle: Mr. Thompson, Mr. Harrison.

To Gibraltar.—From Hong Kong: Don Sevillana and six Moors.

To Southampton, per P. and O. steamer Poonah, arrived March 19.—From Shanghai: Mr. Peterson. From Hong Kong: Commander Mainwaring, Mr. Lewis, Mr. Gabriel, Mr. Abbott, Mr. Chown, Mr. Coleman, eight second class passengers. From Singapore: Mrs. Velge, three children and servant, and one second class passenger. From Penang: Mr. Allen. From Galle: Mr. and Mrs. Fussele and two children.

PASSENGERS OUTWARD.

Per P. and O. steamer Ripon, from Southampton, March 21.—To Shanghai: Rev. E. W. and Mrs. Syle, Mr. and Mrs. C. E. Carter, Mr. and Mrs. W. King. To Hong Kong: Mr. Concosi, Mr. H. Moscrop, Mr. W. W. Blayney, R.N., Asst.-Surgeon Walsh. To Singapore: Mr. E. B. Gould, Miss Woolley, Dr. and Mrs. Moniot, Lieut. Holbeche. To Ceylon: Miss Wilson, Mr. W. Wragg, Mr. R. Roughton, Mr. and Miss Creasy, Mr. J. Gray, R.N., Mrs. Gray.

Per P. and O. steamer Nyanza, from Marseilles, March 29.—To Nagasaki: Mr. W. Stok. To Shanghai: Mr. Gilmour. Mr. T. A. Annett, Mrs. Robinson, Mr. J. M. Ringer, Mr. E. Milsom, Mr. Essex. To Hong Kong: Mr. J. G. Austin, Mr. A. McG. Heaton, Mr. T. H. Chapman, Mr. S. A. Gundry, Mr. C. J. King, Mr. F. R. Gamwell, Mr. H. Marshall, Mr. Kinnear, Mr. Hale, Mr. R. F. Hamilton, Mr. Pearcy, Mr. J. Goddard. To Singapore: Mr. and Mrs. Adamson and child. To Ceylon: Mr. H. McKenzie, Mr. J. A. Clarke.

Per P. and O. steamer, from Southampton, April 4.—To Ceylon: Mr. Byrde, Mr. and Mrs. Byrde and child,

From Marseilles, April 12.—To Shanghai: Mr. E. J. Hogg. To Hong Kong: Mr. R. S. Walker, Mr. E. Hodgson. To Batavia: Mrs. Wiederholt, daughter, and governess, Mr. A. G. T. Marx. To Ceylon: Mrs. Mais, Mr. A. Reeves, Mr. E. E. B. Wiggin.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates from this port extend to the 29th January. The English mail of Nov. 26, conveying also London telegrams to Dec. 8, arrived out on the 20th January. The *Japan Times* gives the following summary of the events of the fortnight :—

Our latest dates from Hiogo are, at the moment of writing, to the 22nd inst. only, by the *Costa Rica*, but the American Minister is hourly expected in one of the United States men-of-war. The aspect of affairs at Hiogo is altogether unsatisfactory. There appears only a remote chance of a trade at some future time, and almost a certainty of a fight immediately. There is very much reason to fear that the pleasing anticipation in which we indulged last mail, of "the remarkable spectacle of a bloodless revolution in Japan," will not be realised. Both sides are too evidently concentrating their forces for the coming struggle. The person of the young Mikado has been seized by Satsuma, Chosiu, Geyshiu and Tosa, and Stotsbashi, the late Shiogoon, has fled from Kioto, the capital, and shut himself up in his castle of Osaka, under the protection of the fleets of his allies. There he is collecting all his forces and, in steamers and by the Tokaido, every man that can be spared from Yedo and quantities of munitions of war are daily pouring down to him. But foreign assistance he will not receive. The Foreign Ministers have visited him in a body, and given him a distinct and solemn assurance that they will in no manner interfere. Of course, our representatives are right in refusing any assistance : it is much to be regretted that any of them should have ever allowed Stotsbashi to believe that their policy would be different in this critical moment.

The confederated Daimios have as yet made no sign. They have proposed nothing to the foreign Ministers, and are unlikely to do so until after the assembly of the nobility of the Empire in Council. Meanwhile the country is without a recognised head, so far as foreigners are concerned, although, as will be seen from a manifesto recently published by the Mikado, the new Cabinet has been appointed for the internal government of the country. The fact that no attempt has yet been made to open negotiations with the representatives of the Western Powers can be easily accounted for. The men who have struck this *coup d'etat* are not strong enough to carry out a foreign policy of their own, and have, besides, to consider that their pretext for ousting the late Shiogoon from power was that he had acted, with regard to foreigners, only for his own interests, entirely neglectful of his fellow Daimios. They cannot commit the fault which they condemn so pointedly in him. Necessity and policy alike compel them to wait for the assembly of a general conference of the nobility. Meanwhile Stotsbashi reaps all the benefit of the delay. There are always, in a confederation, separate and often conflicting interests to be adjusted, and in their arrangement quarrels are apt to arise. His family is the richest and most powerful, by far, in all Japan, and if its relatives and friends could be depended on, would be well able to hold its own against even such a combination of chiefs as is at present opposed to it. What we have most to fear is that these latter will sulkily retire altogether from any attempt to conciliate foreigners, content themselves with preserving the independence they have secured, and leave the Tokugawa family to carry on the foreign

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trade alone, and if this policy be carried out, we need not look for any extension of business with Japan, for we have the guage of it already. But we must all, journalists and ministers alike, wait and watch. The issue of the present struggle is beyond our speculation, or their control.

A most serious affair has taken place in Yedo. We were able to announce in the latest intelligence of our last issue that part of the Shiogoon's palace had been destroyed by fire. This was the Nino Maru—inside of the main enclosure of the castle and it appears that this building was a *Gymœceum*. The relicts of all Shiogoons live in the Nino Maru, and it is said that the palace was destroyed by a band of Satsuma's people, who came up to rescue, in that manner, a sister of their prince, who had been the wife of a former Shiogoon. It has not been ascertained that this was really the case, but two days afterwards Satsuma's chief palace in Yedo was attacked and burnt by Shiogoon's troops, as well as three smaller houses of his. The palaces had for some time been dismantled, and the Government declare that they had no quarrel with Satsuma, but merely went to dislodge a number of *condottieri*, who had established themselves in the empty *yashikis*. There was a severe fight at the principal house, and the official report is that a hundred and forty of the robbers were killed, and a hundred and sixty wounded —the Government loss being fifty or sixty killed and wounded. Whether Satsuma's men or not, the survivors cut their way down to the beach and got on board a small steamer belonging to him, with which they steamed out of the harbour. The *Kaitenmaru*, formerly the *Eagle*, a heavily armed man-of-war, belonging to the Shiogoon, followed her, and a sea-fight took place. which was distinctly visible from the Settlement. The *Kaitenmaru* got the worst of it, and the Satsuma steamer escaped. The incident is by no means likely to facilitate the restoration of friendly relations between Stotsbashi and Satsuma. The pecuniary loss to the latter has been almost nothing, as the very masonry of his *yashikis* was sold two months ago, and it cannot be denied that the honours of victory remain with him; for his people cut their way out of Yedo and deliberately engaged and disabled a Shiogoon's steamer three times the size of their own. The sight of a naval duel is one not often seen and, of course, as men watched it through their glasses from the verandah of the Club, the fight between the *Kearsage* and the *Alabama* was more than once recalled to mind.

The following is another account of the fight between the ships of Satsuma and the Shiogoon referred to above. A reporter of this journal went off immediately the firing began in a row-boat, and got so near the scene of action as to be able to see much of it pretty distinctly. The ships engaged were a large two-funnelled steamer flying the rising sun flag, and now known to be the *Kaitenmaru*, and a much smaller one; both steamers were barque rigged. They came out of Yedo harbour firing at long ranges, the larger steamer appearing to be in chase of the smaller. At 3 P.M, when about nine miles from Yokohama, the latter stopped and allowed his enemy to come to close quarters, when they engaged each other desperately for nearly an hour, the big one steaming round the other several times and firing three shots to the other's one. The firing was very wild on both sides. About 4 P.M. they separated again, and the smoke clearing away, our reporter was able to see that the *Kaitenmaru* was either crippled or unwilling to pursue further, for the other steamed away unmolested and disappeared past Uraga. Part of her bulwarks were shot away, and her foreyard hung as if injured. The *Kaitenmaru* seemed damaged in her machinery, for she was evidently in difficulties on her way back. Another steamer, since known to be the *Dumbarton*, and towing a barque, appeared to be following the others out, but took no part in the action.

It is with the deepest regret that we have to announce the deaths which have signalised the opening of the new ports. Admiral Bell, of the U.S. Navy, was drowned on the 11th inst., while attempting to cross the bar at the mouth of the Osaka River, and on the 21st Mr. F. G. Myburgh, British Consul at the new ports, died after three or four days' illness of inflammation of the bowels, produced probably by the inferior provisions attainable.

The *Japan Herald* says, "Death has again been busy amongst us, but, this time, it has taken from us one who was well known to all, and who was but recently hale and strong with us here. Our late consul, Mr. Myburgh, who left Yokohama but a short month ago to fill the same post at the New Ports, died on the 21st inst., after a short and unexpected illness at the port of Hiogo. We received the mournful intelligence per *Costa Rica*, which arrived on the 24th without any further details than that the cause of the death was a severe attack of inflammation; the interment took place on the 22nd, when the remains of the late consul were conveyed to the cemetery, amidst a clump of trees to the right of the settlement, where the newly turned mounds too sadly indicate the last resting places of those "good men and true" who have in so short a space of time followed each other to the grave. The courtesy, amiability and generous disposition of the late Mr. Myburgh will cause his death to be deeply lamented by all those who knew him, and who had the pleasure of his acquaintance."

The *Japan Gazette* says:—"The language of adulation is natural when we lose friends. We do not think of the dark side of their character more than we can help; but Mr. Myburgh was a man who may be scanned fully; and his character will be all the more bright as it is looked into. He was singularly kind and considerate—and perhaps the term that is most frequently on everyone's lips as they speak of him, in its fullest sense, is the most applicable to him. He was a thorough gentleman. In this is summed up most comprehensively his true character; and if in some of his Consular acts public opinion was averse to the course he took—all will now admit that the British Consular service has lost an open, honest man, on whose tomb might be placed the words of another recently deceased worthy, 'I tried to do my duty!'"

With Admiral Bell were drowned Lieut. Commander Reid and ten sea men of the *Hartford*, the flagship. The accident is thus described by an eye witness:—

"The mouth of the Osaka river is closed by a frightful bar, which is in most states of the weather dangerous to cross. I was detained two days waiting for a chance to get to the ship last week. A very sad occurrence has taken place in connection with this bar. On the morning of the 11th, Admiral Bell, of the U.S. Navy, accompanied by his flag-lieutenant Reid and thirteen men, started from the *Hartford* (which was lying at the mouth of the river), in a ship's boat to go up to Osaka. He had been waiting for two or three days for a chance to get across, and became impatient and said he would go; although it was blowing hard. As he was going over the side, an old whaler asked permission to go and steer him with a steer oar. He refused, saying he would take the ordinary coxswain; so they started with a rudder only. As they were crossing the bar, the boat dipped into the sea, and as her rudder was out of the water, a sea struck her on the stern and capsized her. The accident was seen from the *Hartford*, who lowered a boat to the rescue. The relief arrived within a few yards of the capsized boat, and saw the Admiral hanging on, when the poor old man got benumbed, and losing his hold, went down. His body was washed ashore a short time afterwards. Three of the sailors were saved, the remainder, twelve persons in all, were drowned. All the bodies were recovered, and they were buried here yesterday. It was a melancholy sight in so small a community. So, after all, the port has cost human life to open it, although no blood has been shed."

Just before the sailing of the *Ganges* from Yokohama the *Feiloong* came in, bringing the news of fighting in every quarter around Osaka. Several naval engagements had taken place, and general disorder reigned, in which those opposed to the Government appears to have had the worst of it. Destruction of life and property is said to be very great. Business was at a complete standstill in Hiogo, and much property stored in Satsuma's godowns, belonging to foreigners, has been burned by the Shiogoon's soldiers.

NAGASAKI.

Nagasaki advices are to the 3rd February. This is the first occasion on which this port has been placed in direct mail communication with England. The outward mails of 17th and 26th November had been received.

A large fire broke out in the native town of Nagasaki on the 2nd Feb., and was still burning when the *Ganges* left on the evening of the 3rd. Upwards of 400 houses are said to have been consumed, and about $1,000,000 worth of property.

The *Japan Herald's* correspondent at this port says:—"The most amusing thing in our little settlement now is the talk about Count de Montblanc's influence, his intentions, and great importance. He certainly is trying hard to give himself notoriety, and commenced with a pamphlet upon the 'Kingdom of Satsuma,' which no one took the trouble to pull to pieces, because it was so very flimsy and visionary. A few hard facts would have cast ridicule upon all his inventions and fancies, and scattered them like air bubbles. The Count gives out that he has a passport from the Emperor of France direct to the kingdom of Satsuma, and that none can stop him. Opinion runs that the Emperor knows as much about him as he himself does about Satsuma. The Japanese authorities ought just to treat him as they would any other man who breaks the treaties, and goes where he has no business

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to. They should lay hold of him and take him before his Consul, and then it would quickly be shown who he was—and how far he is an impostor. It is very unfortunate that Japanese Princes may be so easily led away and deceived by such men, who if history speaks truly, as, in spite of Walpole's assertion, she sometimes does, have before now led weak states into great troubles, to their own impoverishment, and the sole benefit of the wily, brazen and unscrupulous adventurer."

The following is from Messrs. Alt and Co.'s Market Report of January 31 :—

As is usually the case at this season of the year, business has been exceedingly dull; and though the ports of Hiogo and Osaka were duly opened on the 1st current, we have not yet begun to feel any consequent improvement in the general tone of business here; and the native settling days, which always attend their New Year, have as usual brought stagnation upon the trade in general.

Imports—Have been neglected, a few pieces, comparatively, of Grey Shirtings have found buyers at the undermentioned low quotations, goods of light make being scarce, whilst 8¼ lbs. are in good supply. White Shirtings are rather lower, and the demand is fully met by the quantity imported. White Spot and Dyed Spot Shirtings are not asked for, and of the latter large stocks are held in first hands. Fancy Prints are only saleable at low figures in consequence of the supplies being very heavy. T. R. Cambrics, though in abundant supply, have been taken readily at the prices given below. Taffachellas are likewise in good demand and plentiful. Camlets continue difficult of sale even at the low quotations given. Long Ells have only been quitted a few pieces at a time. Spanish Stripes and Velvets are almost entirely neglected. Lustre Orleans attract a fair amount of attention, but are held in large quantities. Metals: In Spelter nothing is doing, nor have Tin or Tin Plates met with any inquiry; but Lead might be quitted in small quantities at quotations, and for Iron of all kinds there is some demand. English and Welsh Coal are not to be met with in the place.

Exports.—Our produce markets generally have been quiet during the past month. Wax has been in good demand, and supplies being large sales have been made to a fair extent. Gall-nuts have met with fair inquiry. Tobacco has come forward plentifully, but few operations are reported. There is little Sulphur left in the market, the demand being quite equal to the supply. Tea has been offered at reduced rates, but operations have not been very extensive, the stocks being for the greater part composed of medium and lower class qualities.

Exchange.—We quote private paper at six months' sight on London, 4s. 5d. to 4s. 5½d. per dollar. On Shanghai drafts are at par. For drafts on Hong Kong there are no buyers in the market. Bous have improved in value during the past month, and have fluctuated between 304 to 310 per dollar, to-day's rate being 305 to 307.

Freights.—There is no tonnage offering for either London or New York. To Shanghai, $2.50 to $4 per ton of 40 cubic feet. To Hong Kong, $3 to $6 per ton.

CHINA.

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PEKING.

We have Peking dates to 24th January. A correspondent writes :—"I have no news whatever to communicate by this opportunity. For the last six weeks the house-tops have been covered with snow, and so has the ground. The Chinese predict therefore a very abundant harvest. The cold however has not been severely felt, and the thermometer stood at 8 deg. at six A.M. this morning. The anonymous letter relative to the new Chinese Embassy and Mr. Burlinghame, which the *North China Daily News* refused to admit to its columns, has been very freely circulated here, and caused much controversy in social and diplomatic circles as to its authorship."

KIUKIANG,

Kiukiang has been rather notorious lately for turbulent outbreaks against foreigners, both by the native officials and inhabitants. Some six months ago a country house was burned down, and a very unsatisfactory *amende* obtained. Not long afterwards H.B.M. Consul was insulted in the street, with a grossness which his official *communique* to our columns ill-sufficed to palliate. And now, the house of a British subject has been broken into and looted, under the Taotai's own auspices. For the first outrage there does not seem to have been the faintest excuse, beyond the dislike of some retired mandarin to the proximity of his foreign neighbours. For the second, the execution of a dog, which was probably attacking some foreigner at the time, was a pretext. Our informant declares that, when Mr. Hughes was passing the house of its owner, he was hustled by a crowd, one member of which actually assaulted him. Mr. Hughes himself reduces the crowd to a minimum, and denies the actual assault described. But the insolence of the case is only thus diminished in degree; and calls none the less for prompt punishment. It is not a case of assault on a layman. The facts show that the men knew perfectly well Mr. Hughes was a Consul, and intended their demonstration as a forcible remonstrance to the national representative of the man who had angered them. It is only necessary to consider what would be the fate of men guilty of the same violence towards a Taotai, to realise the extent of the indignity offered. The last case fitly culminates the series, the Taotai being, it is alleged, this time present, and officially sanctioning the outrage. For some unexplained and quite immaterial reason, a gang of Chinese constables claimed admission, during the night, into the house of a British subject—we presume, from the expressions used by our contemporary's correspondent, an East Indian—and, on being refused, broke down the door in the Taotai's presence, carried off one of the occupants to gaol, and looted the premises.

A correspondent of the *Shanghai Recorder*, writing at a later date, says :—"The late arrest of a British subject by the Taotai at Kiukiang has been settled after the usual fashion, the Taotai having paid $100 as compensation to the men, and apologised to the British Consul for his action. He has endeavoured to shelter himself, according to Chinese custom, under a falsehood, by stating that he was not aware that the house was occupied by a British subject, whereas he must have well known this, particularly as the man told him at the time that such was the case. Our correspondent at Kiukiang, who gives us the information, justly remarks that it is to be hoped some notice of the affair will be taken at Peking, as the Taotai at that port is the most obnoxious Chinese official that we have ever had to deal with. The suggestion is one which should scarcely be necessary, as properly it ought to be a matter of course that the high officials at the capital should be equally prompt to punish Chinese infringement of our dues, as we are to publish notifications upon the subject of rowdies in the interior, and indeed to adopt all measures reasonable and unreasonable which seem in the least called for for securing the rights and interests of Chinese. We cannot, however, hope that such will be the case, as the influence of our officials upon the Chinese at Peking never appears to be sufficient to secure the punishment of such actions. If the Taotai at Kiukiang received his dues he would be degraded, or at least removed by the next mail from the north. We fancy if Sir Rutherford Alcock was guilty of a similar infringement of Chinese rights he would not long hold his post as British Minister."

SHANGHAI.

From this port we have dates to Feb. 6. The outward mail of Dec. 10, with telegrams to Dec. 30, arrived on Jan. 28, and the French mail of Dec. 17 was two days overdue. We take the following items from the *North China Herald* :—

A rumour has been afloat that Mr. Giquel is to be associated with Mr. Hart in the Inspectorate of Customs. We can neither vouch for nor deny its accuracy, but give it as it has reached us, and as not being altogether improbable. There is not the slightest use in the appointment, so far as the governance of the Customs is concerned. Mr. Hart has proved himself quite equal to this task, though he has incurred some personal unpopularity among its officers. But it is well known that our allies are anxious to be prominently represented, in a service of gradually increasing importance; and it is not impossible that they may have influenced the Chinese to concede this point. It is only this knowledge which induces us to take any notice of the rumour; for no official report of it was, so far as we can learn, received by the last overland mail from Peking; and it would seem that an appointment deriving so immediately from the Central Government would become known there sooner than in Shanghai.

Mr. Burlinghame has returned in the *Ashuelot* from his visit to Tsen-kwo-fan, by whom we learn he was cordially received. This magnate—who, besides his rank as Viceroy, rejoices in the titles of Grand Minister, Acting Superintendent of Trade, Guardian of the Heir Apparent, and Marquis of the First Grade—has been reputed rather inimical to foreigners, so his prompt courtesy on the occasion of Mr. Burlinghame's visit must be considered especially satisfactory.

Mr. J. McLeavy Brown and the suite of the Chinese Legation have arrived. The native members are lodged in the New Mixed Court at the top of the Maloo. We hear that the country through which they passed is in a very bad state.

Mr. Adkins is appointed to succeed Mr. Brown as Acting Chinese Secretary at Peking, and Mr. G. Jamieson goes from Shanghai to Taiwan as Acting Consul. Mr. Davenport, who will shortly return from England, will probably be appointed to that post on his arrival, and Mr. Jamieson will remain there as assistant.

The Rev. W. Muirhead has preached his farewell sermon at the Union Chapel to an unusually large congregation. During

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his discourse he announced his intention of returning to China to carry out a long cherished scheme of establishing missions in the interior of the country. It has been repeatedly pointed out in our columns that the interior of China is the place for missionaries to locate themselves, rather than linger in the treaty ports or their immediate vicinity; and we therefore trust that Mr. Muirhead's plans will meet with all the consideration they deserve. The London Missionary Society sent out the first Protestant missionary to China, and we may now look forward to see another of its representatives establishing the first Protestant Mission station in the hitherto neglected far interior of the country. From Dr. Morrison, who arrived in China in the year 1807, down to the present time, the agents of this society have been, as a rule, vigorous and able men. It is through the instrumentality of such veteran missionary sinologues as Morrison, Medhurst, Legge, Stronach, Muirhead, Wylie, Edkins and others that the London Missionary Society has maintained the high position it holds in China.

A cross action for damages by collision had been tried between the *Alcyone* and *Lady Love*. The Court declared both equally to blame.

A house and land in Kiangse-road have been sold at 9,900 taels, some old dock shares at 150 taels each, and some Shanghai gas shares at 60 taels each.

Admiral Keppel arrived on the 1st Feb. from Japan, *via* the Chusan group, in H.M.S. *Adventure*, and will leave shortly for Hong Kong in the *Salamis*.

We are glad to learn that a monument to the memory of the late Bishop Boone, for which funds were subscribed in Shanghai, has been constructed in New York and shipped for this port.

The following anecdote, related by a Shanghai contemporary, is "sensational" enough for a Miss Braddon:—A sad incident has been brought to our notice in the recent death of an educated English lady, who was induced by a Chinaman who visited England to marry him and come out to his country. The sufferings of the unfortunate lady have been beyond all conception. Soon after arrival she learned that her husband had already three other wives, and she found herself the worst treated of them all. About a week ago she came down from the country in an open boat and was taken in by a European friend here. She was suffering from dropsy; and complaining of fatigue lay down upon a sofa, just as she had arrived; and was found there dead on the return of the master of the house. The next day her husband, who had meantime come to Shanghai, was expressing to a foreign missionary the trouble his wife was to him and his wish that he were free from her. A hearse passed by at the moment. "There," said the gentleman, "go the remains of your poor wife to the grave, you need trouble yourself no more."

The accounts which will be laid before the Church meeting will be more satisfactory than could have been hoped six months ago. No less than taels 11,773 have been raised by subscriptions during 1867, and about taels 2,000 more had been subscribed, but not collected, on the 31st December; so that more than half of the taels 26,000 needed last autumn to complete the edifice has been made up. Thus, apart from the badness of the bargain made, the lease of so large a portion of the church compound as was sanctioned at the last meeting was clearly unnecessary. The only object of the lease was to create security on which to borrow the sum wanted to complete the church. We pointed out two months ago that if taels 13,000 could be raised before the end of 1868 the lease of the Honan-road frontage at a rental of Tls. 1,000 a year would be quite sufficient to pay interest on the loan needed. This sum has been raised, and there is every reason to hope that before the expiry of the lease enough further subscriptions would have been realised to pay off the principal. Unfortunately, however, the lease then sanctioned has been concluded, and two frontages of the compound will be unnecessarily choked with Chinese houses, for the next fifteen years, in consequence of this hasty action on a hasty vote. However, there is no use in vainly regretting an accomplished blunder. It only remains to congratulate ourselves on the certainty that the church will soon be finished. The ease with which the financial deadlock, apparent six months ago, has been overcome has surprised the most hopeful. A liberal response has been made to the call for subscriptions, and a loan has been only too easily raised to meet the remaining deficit.

Mr. Stephen Massett, a gentleman who has acquired some celebrity in England and America, gave a lectural entertainment on the 30th ultimo, at the Shanghai Club, and was very generally appreciated. Mr. Massett's powers of elocution are of a high order, and he is also a fair musician. The room was well filled, and the performance went off very successfully.

A strange incident has been the subject of some little notice in the settlement during the past week. The captain of the *Aunt Lizzie*, which has arrived in this port, picked up nine natives who were in distress in the Pacific Ocean, not far from New Guinea, to which they are supposed to belong. They were quite naked when found, and though they were unable to speak any language that could be understood, they conveyed to the captain by signs that they had been seven days without food or water. They have been brought on to this port, and endeavours will be made to send them back to their native place, though there is some difficulty in knowing how to do so. The men constantly repeat the word "Papua," from which fact the conclusion they are natives of New Guinea has been deduced.

The rebels are said to have approached within fifteen miles of Chingkiang during the past week, and to have taken a walled city; but the reports are indefinite.

Kiukiang has again been distinguished by one of those insults to foreigners for which it has become rather notorious. A stronger hand seems to be required at the helm of our affairs there.

A Tientsin correspondent notes the singular fact that the Pehio was open again on the 8th Dec. The winter seems to have been singularly mild all over China.

HONG KONG.

By this mail we have Hong Kong advices to Feb. 12. The French mail of Dec. 18 and the English mail of Dec. 26 arrived out on the 2nd and 6th Feb., respectively. The latter conveyed also London telegrams to Jan. 13. A "mysterious telegram" is said to have reached the Hong Kong Post-office, which, although unintelligible, was thought to refer to an impending change in the new mail service, and the possibility of its being fixed for an earlier day in the week than at present (Wednesday) was regarded with some alarm, owing to the dreaded necessity of working on Sunday. We take the following items from the *Overland China Mail*:—

By this mail the petition to the House of Commons against the military contribution is forwarded. It is said to be signed by almost every foreign firm in the colony, by forty Chinese hongs, and a large number of private individuals, making a total of over 400 signatures.

The P. & O. steamer *Niphon* struck on a reef off House Hill, near Amoy, at 8.30 P.M. on the 23rd ultimo, and broke in two about the middle of next day (24th.) Everything was lost, save one bag of mails. Two Europeans—viz., Wm. Truscott, boilermaker, and Chas. Parker, gunner—five Chinese crew and six Chinese passengers were drowned. Much sympathy is felt for Captain Peake, the officer in command.

The Annual Report of the Hong Kong and Shanghai Banking Corporation is published, and will be presented to shareholders at the annual meeting to be held on the 14th instant. It declares a dividend at the rate of 12 per cent. per annum on both old and new shares; and gives the nett profit for the last six months ending Dec. 31, 1867, as $378,470.40; amounts written off are stated to be $30,382.61; and assets sum up nearly twenty-one million dollars.

The annual general meeting of the Hong Kong Marine Insurance Company was held on the 8th, when statements of accounts in offices Nos. 3 and 4 were submitted and approved of. $200 per share were agreed to be paid on No. 3; and upon each share in No. 4 it was agreed to pay $1,500, $1,000 this year and $500 next year.

A general meeting of the Union Insurance Society of Canton was held on the 8th, when the report and accounts were approved. Balance in favour of society, $418,248.22; $225,000 of which was set apart for a dividend, $1,000 per share to be paid at once, and the remainder after the returns were received from the agencies.

There is a report current—we cannot say whether well founded or not—that Sir Rutherford Alcock will, in all probability, return to England at the close of this year. If it be true, the mercantile community in China will have cause for congratulation in the fact of his departure, although it is just possible that a successor more inactive and less careful of British interests might be appointed.

The question raised by Government, whether the marine lot-holders were liable for the expense necessary to maintain the praya and sea-wall in proper repair in front of their marine

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lots, was definitely settled by a special jury, after a lengthened hearing in the Supreme Court, on the 7th inst. The Crown proceeded against the holder of a lease for lot No. 15, dated 1844 (Messrs. Jardine, Matheson, and Co., being agents for the original lessee), for cost of certain repairs, when a unanimous verdict was given for defendants. The Praya and sea-wall must therefore be maintained at the expense of the public. The *Mail* says :—

The verdict in the case of the Queen *v.* Webster's trustees, may, we imagine, be taken as setting at rest the much vexed question as to the liability of the marine lot-holders to maintain the Praya. It is, of course, open to his Excellency the Governor to institute a suit in equity and, if possible, obtain a verdict which shall reverse that given at common law. But the question being settled at common law we very much doubt whether Sir Richard MacDonnell will carry the suit any further. As the matter now stands, even after this decision, it is to a certain extent unsatisfactory. The case stands thus: A lease was selected, the form of which was supposed to be more clearly in favour of the interpretation officially put upon the liabilities of marine lot-holders than that of any other—there being eight or nine, differing in their precised rowing. The verdict recorded is, however, in favour of the lot-holders, and if no further attempt be made to enforce the Government interpretation, the matter will rest where it now lies. It can scarcely be supposed that additional actions will be brought upon all of the other differing leases, the provisions of each of which are admitted to be less favourable to the claims set up by the Government than that in the case just concluded. So far, therefore, as common law is concerned, the issue may be held to be fairly decided and set at rest. The only question which remains for consideration is the advisability of carrying it into equity, and here lie the "unsatisfactory" conditions we allude to. Presuming that the case were retried in equity, and a verdict obtained in favour of the Government, the very circumstance of the lease discussed being most in favour of the official view would render it least binding upon other lot-holders, who would in turn dispute their liability individually in equity. To obtain a reversal of the present verdict would, therefore, be almost useless, the sum in dispute being too trifling to make it worth while to have the case reheard on its own merits, and a verdict against the defendants affording no presumption against each lot-holder separately disputing his liability on another lease. We cannot, of course, foretell the view which may be taken by the responsible legal adviser of the Colonial Government, but we anticipate that he will scarcely propose a reopening of this case or the endeavour to enforce liability for Praya repairs upon other lot-holders similarly situated to the defendants.

In the hearing of the case the Chief Justice displayed an earnest desire to touch upon every point in the slightest degree bearing upon it. This has been freely commented upon in some quarters, and certainly in some particulars bordered upon irrelevance. Considering, however, the frank admission of documentary evidence by Mr. Whyte, the unavoidably complicated nature of some of the evidence, and the vague wording of the lease itself, we can hardly regard his lordship's action as other than that dictated by a laudable anxiety to do the fullest justice to the case which, though it might not in strictness legally, will, we hope practically, end the matter. And even, although in his direction to the jury the Chief Justice was certainly betrayed into a wandering from the actual points at issue, that does not affect the value of his comments on the material matters of the case; and, making allowances for much difficulty, we are rather disposed to compliment his patience and general care than to carp at defects.

A meeting of the creditors of Lyall, Still, and Co., was convened "in the Supreme Court in Bankruptcy" before the Registrar, Mr. Alexander, for the following purpose, as described in the advertisement in the *Government Gazette* :—

At the said meeting the official assignee will, in pursuance of the 151st section of the said ordinance, submit a statement of the separate estate of the said George Francis Maclean, recovered and outstanding, and of all receipts and all payments made or to be made thereout; and the creditors at the said meeting will, in pursuance of the said section, declare whether any and what part of the nett produce of the separate estate of the said George Francis Maclean, after making a reasonable deduction for future contingencies, shall be divided amongst the creditors. Proofs of debts will be received, and creditors who have not proved, or who shall not then prove, will be excluded from the benefit of the dividend, and all claims not proved will be disallowed.

In accordance with custom, a reporter from the *China Mail* attended to report proceedings, which were to be conducted in the office of Mr. Alexander. That gentleman, noticing the presence of our representative, and having ascertained that he attended for the purpose of giving authentic publicity to whatever occurred, said to him, "We never have reporters in such cases in the registrar's office." The reporter thereupon retired, and the members of the Manchester Chamber of Commerce, and the public generally, will remain in ignorance of what occurred. Mr. Alexander has made a mistake. It was a meeting convened in the Supreme Court that our reporter attended, not a private gathering in a subordinate official's chamber; and in desiring to give publicity to what might transpire at the meeting, we only observed the practice allowed in the Home Courts. Mr. Alexander's refusal to permit the presence of reporters at the meeting is a very injudicious stretch of prerogative, is somewhat irreconcilable with a tenderness of conscience he has already evinced in connection with the bankrupts' estate, and will not inspire the Manchester creditors with any feeling of confidence in the dealings of the Hong Kong Supreme Court with Lyall, Still and Co.

A. E. Vaucher and G. Blakeway have obtained their discharge.

The notification closing the British Consulate at Macao is deserving of passing notice. Whether it be that the Foreign Office has been suddenly seized with a fit of retrenchment, and by way of commencement has decided upon stopping the exorbitant salary heretofore drawn by the representative of British interests (amounting to £150 or about $700 per annum), or whether it is at length convinced that no thoroughly competent person can be obtained for so wretched a salary we know not. We can but express our hope that a determination has been arrived at to place Macao upon a footing equal to that of other ports, and before long to appoint a properly salaried Vice-Consul, British in nationality and feeling. It is quite a mistake to suppose that because the official holding such a position may not make any very great show of activity, and contrives to put H.M.'s Government to but small expense in the way of sealing-wax and foolscap, he is necessarily useless. There are few ports in China where a more vigilant watch over passing events is required than that of Macao, as there are none where actions so damnatory of foreign character and influence are constantly committed. More than this, a large number of vessels, either British owned and manned, or chartered by British subjects, annually resort to Macao, and though we absolve the captains of these and of other vessels, in many cases, from knowing complicity with the disgraceful episodes of the inland kidnapping business, there arise frequently cases in which the watchful presence of a British representative would act as an important check upon wrong-doing. One of the causes which has doubtless contributed to the (we hope temporary) suspension of the British Consulate is the anomalous position occupied by the Portuguese Government in Macao. Were a new official appointed, we are bound by our present relations with China to accredit him to the Chinese Government, while it is useless to deny that the Portuguese are *de facto* masters of the coolie-catching peninsula. To accredit a British subject to the Macao Government would therefore be equivalent to turning our backs upon our avowed policy in China—that of recognising no territorial acquisition within the boundaries of the empire proper. Here we subjoin the official notification :—

British Consulate, Canton,
8th February, 1868.

The undersigned has to notify that by instructions from his Excellency Sir Rutherford Alcock, K.C.B., H.M.'s Minister Plenipotentiary, &c., &c., in China, the British Consular Agency at Macao was closed on the 31st January, and will not for the present be re-opened. The masters of British vessels will be required henceforward to deposit their ships' papers with the Captain of the Port at Macao.

D. B. ROBERTSON, H.B.M.'s Consul.

The eighteenth number of the *China Punch* completes the third quarter of that journal's existence. Contrary to the expectations of many who wished for such a publication in Hong Kong, it has gradually acquired such strength that it may reasonably look forward to a permanent existence. That such a gratifying result has been attained is due to the generous recognition and assistance which *Punch* has received from those who really desired that it should become an institution. There is in Hong Kong plenty of genial wit and humour without lack of ability to use the pen and pencil in "shooting folly as it flies" in any of its numerous shapes, or in promoting mirth without malice, or in giving point to a joke without offence; and it was with the view of affording an opportunity for the development of these qualities that *Punch* was founded. That its training hitherto has given satisfaction, and pleasantly disappointed the gloomy prognostications which attended the outset of its career, are facts in which its friends find matter for congratulation and encouragement for the future—a future which will henceforth be governed under other auspices than those which prevailed at its origin. The old proprietorship will be changed for a new one with the next number; and while registering *Punch's* thanks for the reception he has hitherto received, we shall refer his friends to what he may have to say for himself in No. 19.

On the subject of Sir R. Alcock's expected retirement the *China Mail* has the following further remarks :—

There is a popular misconception as to the causes which seem invariably to cramp the energies and narrow the minds of men who hold important diplomatic or consular appointments. It constantly happens that some one whose junior career has evinced much promise, who, upon some important occasion, has displayed judgment and energy, and who is believed to be exactly the right sort of man to deal with a people like the Chinese, becomes, by the combined influence of merit and good luck, promoted to just the sort of post his admirers would wish to see him occupy. Everybody is tolerably satisfied. Even his detractors say, "Well, with all his faults, he's a man of action; and anything is better than oblivious laziness," and for the first few months, perhaps years, nothing occurs to

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disappoint the hopes of those who believe in him. By-and-by, however, some event takes place, which, in the eye of the public, appears to call for prompt action and a determined front at all risks. But alas! their hopes are doomed to disappointment, and the popular official sinks at once in public estimation, to the regret of his friends and the exultation of his enemies. The latter find it convenient to assert that a long residence in China or the East—or the study of the language—or ignorance of the language—or a pandering to the opinions of his brother-officials of other nationalities—is or are the causes of his failure. Persistently blind to facts patent to the most superficial observers, the same stupid cry is raised again and again, in each case failing to touch the real cause of the evil. We need scarcely look far for examples of what we say. Sir Rutherford Alcock is at this moment standing condemned in the public mind for what is termed his "shameful want of energy and pluck," and even Sir Harry Parkes, the idol of the muscular school of progress in the Far East, is beginning to suffer a like depreciation. We admit the facts, but deny the inferences of those who so loudly condemn our representatives. For convenience sake we confine our remarks to the latter, although much of what is alleged is quite as applicable to our consular service, differing only in degree.

The true secret of failure on the part of British Ministers in this part of the world to fully vindicate their position in the eyes of their countrymen, lies in the fact that the theory of free agency commonly held regard-their duties is totally wrong, While absolutely unfettered in details—less so than Government employés of any other class or grade—they are rigidly bound by instructions as to their general policy. In other words, it is not even conceived by the Foreign-office that they are appointed to represent "British interests" or even the British community in China. They are simply the representatives in China of the Foreign-office at home, and represent Great Britain only so far as the Foreign-office officials represent and interpret the opinions of the party in power. And here lies both the source of their personal weakness and of the constant disputes which arise between them and the community they are prerumed to represent. The case is quite different with France, Russia, and the United States. Their ministers represent not the calm controlling power at home, but the faults, passions, and desires of their countrymen, be they right or wrong, modified only by diplomatic experience. They are, in fact, the mouth-pieces, in the first cases, of their fellow-citizens, and only in a secondary degree of their respective governments. But their power over the policy of those governments is far greater, as their representations are not those of an uninterested arbiter between their own people and the Chinese, but of advocates fully prepared to represent the wishes of the former in the manner most advantageous to their fulfilment. Add to this that, while more fettered in detail, they are almost independent in general policy, that they possess a far higher authority over the available forces present in the East, and that they are even personally unfettered by those scruples to use violence when diplomacy fails, which are engendered by our system, and we have the radical differences between the representatives of Great Britain and those of other countries.

The moral of this is obvious enough, but it takes a long time to make British residents in China take such combined action as shall utilise it. There exists in effect an antagonism between the Foreign-office and the British community in China, of which the minister is the almost powerless exponent—often powerless, that is, to produce an accord between the conflicting views. We want therefore some reliable means of placing ourselves *en rapport* with the Home Government; a minister less fettered in his policy than at present; and a clear understanding as to how far the views of British subjects and the views of our Foreign-office accord and can be worked out. This can only be effected by the inauguration of a committee at home devoted to China matters, and comprising amongst it members of Parliament pledged to bring matters of interest to China residents before the public at home. There is nothing new in the proposition, but although its feasibility is obvious, nothing has been or we fear will be done. Until, however, some such step is taken, the misunderstandings which now exist between the community and the minister will increase and flourish.

We are indebted to the courtesy of the superintendent of the P. and O. Company at this port for permission to publish the following interesting account of the loss of the *Niphon* written by Captain Peake. Much sympathy will be felt for this popular officer in the disaster which has befallen the vessel under his command:—

Amoy, 30th Jan., 1868.

W. MACAULAY, Esq., Superintendent P. and O. S. N. Co., Hong Kong.

DEAR SIR,—It is my painful duty to report the loss of the Company's S.S. *Niphon* (on a reef off House Hill, distant from here about twenty-five miles in a southerly direction) under the following circumstances:—

On proceeding up the Inner passage (that usually taken by steamers in the N.E. monsoon), on Thursday, the 23rd instant, at 8.30 P.M., the wind blowing fresh from the north-east with a considerable sea on, I was much surprised to find the ship strike on a reef off or eastward of House Hill. Every endeavour was made to get her off, which unfortunately proved to be of no avail. About five minutes after the ship struck she was found to be rapidly filling with water and taking green seas over her, knocking everything to pieces about the decks, and breaking up the saloon, making it impossible for anything to be got out from thence. At that time two of the boats had already been washed away. Seeing that there was no possibility of saving the ship, I ordered the four remaining boats to be lowered as quickly as possible, to land the passengers and crew, giving them severally in charge of the 2nd, 3rd, and 4th officers, with Lieut. Anson, a passenger, who kindly volunteered his services. The life-boat in charge of the 2nd officer was stove in and filled with water, the gear having been washed out of her just after she was lowered. Passed the passengers into the other three boats; the cutter did not return, the crew of Malays having deserted her immediately she reached the shore. The gig and jolly-boat continued to ply between the ship and the shore, landing, as was supposed, first passengers and then crew. As the jolly-boat was about to shove off on her third trip a heavy sea washed over the ship, striking the boat, and causing her to take in a large quantity of water. The boat having very soon after shipped another sea over her stern, she filled and turned over, when the boiler-maker William Truscott, and the gunner, Charles Parker, with five of the Chinese crew and (as far as can be ascertained) four Chinese passengers—in all eleven persons—were unfortunately drowned, Lieut. Anson and the fourth officer, who were both in the jolly-boat when she filled, having been picked up by the gig in a very exhausted state. When all the passengers and crew were supposed to be out of the ship, excepting three Chinese passengers (who could not be induced to come down out of the main rigging), the chief officer, Chinese carpenter, and myself, hoping to be able to save the mails and some small valuables, I ordered the gig to remain near the ship, but she soon disappeared, and was unable to fetch the ship again at that time. At low water, about four A.M. on the 24th, as the seas were not breaking so heavily over the ship, with four of the crew (found forward) made a search for the mails amongst the wreck of saloon; succeeded in finding one bag, which was placed on the poop ready to be landed. Shortly after daylight the gig was observed making fruitless attempts to get off to the ship, being continually driven back by the surf. I then requested one of the crew, a good swimmer, to swim ashore with the end of log-line, as a hauling line for larger ropes, wherewith to save the remaining lives. The man reached the shore, but the log line slipped off him; in consequence of this failure spars were prepared with lanyards, as a last resource for saving life. As the tide rose the seas commenced to break very heavily over the ship again. A few more passengers (Chinese) were found forward early in the morning, who were got on the poop with the rest. At high water, about the middle of the day, the surf being less, the gig managed to come out, but could not come close to the ship, as the seas were breaking over her very heavily, causing her to be very uneasy, with strong indications of her breaking up. I requested all those who could swim to jump over and make for the gig; the chief officer and the remaining fourteen of the crew succeeded in reaching the gig. By persuasion the remaining Chinese passengers were got into the lifeboat (which had remained alongside from the first, stove, and full of water), excepting one man, who refused to go in spite of every endeavour to make him, having mounted the mizen rigging (this man afterwards disappeared with the fall of the mizen mast). The Chinese carpenter and myself accompanied the passengers into the water-logged lifeboat. I was obliged to cast her off immediately, as the working of the ship threatened every instant to break her to pieces alongside, and there was no alternative. Just as the boat left the ship broke in two; the boat drifted ashore, and with the assistance of the gig in charge of Lieut. Anson all were landed. When on shore I observed the ship breaking very rapidly, the cargo washing out of her in large quantities.

You will observe from the above report that it was utterly impossible to save either mails or cargo. Directly we landed the natives stole nearly all the clothes we had on, and broke up the boats. Shelter and food for all hands were procured at a village about two miles distant from the wreck. On mustering the passengers and crew there were found missing—William Truscott, boilermaker; Charles Parker, gunner; five Chinese crew, and six Chinese passengers—in all thirteen.

One of the stewards having been despatched overland to Amoy for assistance early on the morning of the 24th, returned in the American steamer *Fung Shuey*, which vessel had been despatched to our assistance. Soon after daylight on Saturday, the 25th, she came to anchor near the wreck, Captain Watson, of the *Fung Shuey*, and Mr. Paterson, one of the company's agents at Amoy, landed, and we immediately had a consultation, when it was decided that there was nothing to save of the ship or cargo. The after part of the ship was completely separated from the fore part and nearly under water; the fore part was on its broadside, the decks being to seaward and apparently everything was washed out of it. Under these circumstances they proceeded with the embarkation of passengers and crew to the *Fung Shuey*, which was accomplished during the forenoon after arduous boating through the surf, with Captain Watson and crew's valuable assistance. Whilst this was going on the body of William Truscott, boilermaker, (which was washed ashore) was interred. The five missing Chinese crew are the butcher, one boat boy, fireman's cook and two other cooks. On getting on board the *Fung Shuey*, having observed the *Cadiz* five or six miles off to seaward, I requested Captain Watson to endeavour to intercept her in order that she might convey the news, and also the passengers to Shanghai. The *Fung Shuey* not having either guns or a code of signals, could not manage to communicate with her, although everything was done that could be to attract her attention. The *Fung Shuey* arrived at Amoy on the evening of the 25th, when arrangements were at once made for housing and provisioning all hands. The officers of the ship behaved in a very praiseworthy manner throughout, and the Chinese carpenter was of great assistance to me in urging the unwilling passengers to get into the boats, having stuck to me to the last. I must also mention the valuable assistance that I received from Lieut. Anson, who behaved in a most praiseworthy manner, and very nearly lost his life in the execution of a dangerous duty.

By order of H.M. Consul at this port, a Naval Court will be held as soon as possible, to inquire into the circumstances connected with the loss of the *Niphon*.

Arrangements will be made for conveying the passengers, officers, and crew to Hong Kong by the first opportunity.—I am, dear Sir, yours faithfully,

ARTHUR PEAKE.

(FROM OUR CORRESPONDENT.)

The French mail, which should have left this on the morning of the 25th January, only got away at noon on the 30th. The perpetual irregularity in the departure of the French steamers causes the most serious inconvenience to all here.

The intelligence from Japan, including as it does the news of the death by drowning of the poor old U.S. Admiral, who was on the point of retiring from the naval service, has a melancholy tinge which is not redeemed by the realisation, so far, of the sanguine expectations entertained by foreigners concerning the opening of Osaka and Hiogo. On the contrary, a general feeling of dissatisfaction pervades the correspondence that has come down by the last mail. The competition is in

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fact too severe, and in most cases too uncalculating, to enable persons of real business ability and capital to make the headway they are entitled to look for in the face of the reckless derangement of prices, &c., caused by the mushroom class of operators. A degree of uncertainty as to the spot that will hereafter become the most favoured centre of trade has also been developed through the proof afforded by the accident to Admiral Bell and his party that the Japanese were not wrong when they pointed out beforehand the geographical objections attaching to the port of Osaka.

Some Japanese from Yokohama have lately visited Hong Kong with a selection of lacquer ware, &c., got up for the Chinese market, but have not met with any encouragement from purchasers. This is the first instance of direct and independent trade between Japanese and the ports of China.

As has been confidently anticipated here, orders were received by the Governor from the Secretary of State for the Colonies forbidding the receipt of revenue from Sir Richard MacDonnell's gambling speculation, and his Excellency's pet scheme is virtually knocked on the head; as, failing the addition of so comfortable a sum as that originally looked for to the colonial revenues, there can obviously be no reason for continuing the licensing system in force. The Stamp Act continues to work quietly, and without giving more trouble to individuals than can very easily be put up with; and every penny of the revenue it can raise will be needed to meet the expenses entailed by the destruction of the Praya, as it is pretty well understood now that the Government has been legally advised that the entire burden must fall upon the colonial Treasury, and not upon the abuttors, as originally maintained by the Governor. The unfortunate Mint still continues idle, or comparatively so; a very handsome coin, of the value of one tael, was some time ago got up as a specimen, and submitted to the Chinese officials at Shanghai, but it does not appear that they were found capable of being influenced in favour of a sensible currency.

Mr. Swinhoe, H.B.M. Consul in Formosa, and a well known naturalist, has within the last few days left for Hainan on board H.M.'s gun vessel *Algerine*, commander Domvile, with instructions to examine the commercial capabilities of the island and more particularly of the port of Kiung-chowfoo. From the accounts brought back by persons who have visited the island heretofore there seems not the slightest reason for believing that it would ever "pay" except for the owners of one or two very small steamers carrying Chinese passengers and opium, to carry the opening of a port in that quarter into effect. What is much more probable is that the port of Wanchow, between Ningpo and Foochow, will be opened in exchange for Chinkiang, which the British Government has been advised to abandon altogether as a consular port. Wanchow has long been recommended as a port likely to become an important shipping port for teas, with many advantages over Foochow in that respect, and also as capable of largely developing the trade in imports.

The British Consular agency at Macao is abolished, which may be meant either simply as a small economy, or perhaps as a mark of disapproval of the atrocities of the coolie trade. The energetic manner in which the Government of this colony represented to the Home Government the wholesale kidnapping of Cochin-Chinese in the course of last summer appears to have shamed the Lisbon authorities into something like action, and it is reported that a "commission" is to be sent out to investigate the conduct of Governor Horta. So long, however, as Portugal is allowed to maintain her usurped supremacy over Macao, it will continue to be what it has been for twenty years past—a nest of piracy, kidnapping, and corruption of every kind. It is not only Hong Kong that is prejudiced by the iniquities of its Portuguese neighbour; the whole coast and large tracts in the interior are inoculated with the most lively hatred of foreigners, owing to the atrocities perpetrated unchecked by the Macaese.

The new hotel here is fast advancing towards completion, and it is hoped that it may be opened in time for the great gathering here for the races, the third week in February. Now that the scaffolding, which has occupied so large a portion of space in the very centre of the colony for two years past, has been taken down, the fine façade of the hotel adds greatly to the appearance of the Queen's-road. Opinions are most diverse on the subject of the speculation, and doubtless only experience will solve the question as to the scheme becoming a paying one for present shareholders. One point in its favour is the tendency on the part of several of the large firms to require their "junior messes" to establish themselves in future at the hotel. The two leading American firms have already resolved upon this step.

JAVA.

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BATAVIA.

Advices from this port are to the 13th February. The only topic of interest is the *Maggie Leslie* case, which seems likely to become complicated, and perhaps to give rise to questions between the English and Dutch Governments. The following are the facts of the case as they stood up to the date of our present advices:—

The *Maggie Leslie*, of Newcastle, sailed from Foochow for London with a full lading of tea, and on the 5th October last was fallen in with about five miles south of Gaspar Island, by the English barque *Fusi-Yama*, the *Maggie Leslie* having all sails set but with apparently nobody on board. On examination it was found she had been abandoned by the crew, and the ship's papers and her boats were all gone, although there was, as far as could be seen, nothing the matter with her. The chief mate and four seamen of the *Fusi-Yama* were put on board with instructions to take the vessel to Batavia, which they reached on the 21st October. According to the instructions of Captain Thomson, of the *Fusi-Yama*, the vessel was placed in the hands of Messrs. Pitcairn, Syme and Co. (the agents for Lloyd's at Batavia). These gentlemen immediately applied to the Resident of Batavia, informing him of the circumstances connected with the salvage, and inquiring in whose custody the vessel must be placed according to law. The Controller of Import and Export Duties was pointed out as the person charged, according to existing regulations, with the management of such matters at Batavia.

The *Maggie Leslie* was then given up to this official, who immediately placed men on board for the protection of the ship and cargo, and hired warehouses into which to discharge the cargo, which was requisite to enable him to make up the inventory required by law.

On the 23rd Oct. the English Consul, Mr. Maclean, addressed a letter to Messrs. Pitcairn, Syme, and Co., requesting that the ship and cargo might be delivered to him in terms of Art. IX. of the Consular Treaty between Great Britain and Holland.

To this requisition Messrs. Pitcairn, Syme, and Co. on the same day replied that, acting upon legal advice, they had delivered the ship and cargo to the local authorities in terms of Article 550 of the Dutch Code of Commerce, and the last clause of the IX. article of the Consular treaty, by which the existing colonial laws were recognised, but they had no objection if the Consul could come to an understanding with the local authorities.

On the 24th Oct. the Consul applied to the Controller of Import and Export Duties and requested the immediate delivery to him of the ship and cargo in terms of Act IX. of the Consular treaty. The Controller on the same day replied that he could not comply with this request.

To this the Consul on the 25th Oct. replied by a protest, in which the arguments of the Controller were controverted, and the Consul protested against all damage to the ship and cargo that might ensue, and holding the Controller and the Government of Netherlands India, from whom he derived his authority, liable for all costs, damages, and interest. Annexed to this document was the copy of a letter from the Resident of Banka to the English Consul, in which it was stated that the crew of the English ship *Maggie Leslie*, of Newcastle, from China to London, with a cargo of 728 tons of tea, and which had been wrecked on the Alcester reef off Pulo Liat, had arrived at Mintoh in three boats, after having, as they stated, left their vessel in a sinking state.

As this protest had no result, the Consul on the 26th Oct. addressed a request to the Governor-General that the Controller should be ordered to give up the ship and her cargo to the Consul in terms of Art. IX. of the treaty; and on the 12th November the Consul was informed that instructions had been given to the Controller to deliver up to him the *Maggie Leslie* and her cargo.

In the meantime the Controller had proceeded to land the tea and to sell some of it as damaged, against which proceeding the Consul energetically protested.

On the 13th Nov., in compliance with the instructions of Government, the Controller delivered up the *Maggie Leslie* and her cargo to the Consul, at the same time claiming repayment of all expenses incurred by him and a commission of six per

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cent. on the gross value of the ship and cargo, due to him under the Code of Commerce. The Consul refusing to satisfy this claim, the Controller applied to the Government, requesting that he might be held harmless for what he had done in accordance with the orders of Government, or that he might be permitted to take legal proceedings against the Consul as representing the owners of the ship and cargo. The first of these requests was refused, but the Controller was authorised to take such steps as he might consider necessary. The Consul still refusing to reimburse the Controller, the latter applied to the High Court of Justice and obtained a warrant to arrest the ship and cargo, which was executed on the 13th January.

On the 14th January the Consul addressed a protest to the Government of Netherlands India against this proceeding, which he stated was a breach of the consular treaty between Great Britain and Holland.

The affair remains in this state at present, and there appears little chance of the owners of the ship or cargo getting possession of their property until after a tedious litigation in the Courts of Netherlands India.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present homeward mail left Singapore on the 19th Feb The outward mail of Jan. 10 was delivered on the 13th Feb., conveying London telegrams down to the 25th Jan. The following summary of news is from the *Straits Times:*

His Excellency the Governor arrived from Penang by the *Peiho* on the 17th, and we may therefore anticipate some activity and life infused into our political affairs. The neighbouring States have been very quiet of late.

The efforts making by Hong Kong to free itself from the contribution of £20,000 for military, commands the strong sympathy of this colony, which is saddled with thrice the amount. Both colonies are exactly similarly circumstanced—military, at least to the extent at present paid for, are not wanted for local purposes, and the residents protest with justice and reason against being called upon to pay for imperial liabilities. In addition, this colony has the unanswerable argument, that if Hong Kong is assessed for only £20,000, the Straits Settlements should pay, if not less, at least certainly not more. This is a claim for only bare justice, any compact made with the Home Treasury to the contrary notwithstanding, and however flourishing our revenue may be.

The ominous silence about our Water-works for a long time back, and the apparent stoppage of all labour upon them, are attracting comment and attention. They should have been finished long ago, but there seems to be no hope or sign of this, and the only conclusion left is that they are a complete failure and sink for public money. Who is to blame, or who ought to be hung, as usual in similar fiascos, nobody knows.

An article in the last *London and China Express* (copied from the *London and China Telegraph*) of the 10th of January has caused a little sensation here by announcing that the Governor had imposed some restrictions on the press of these Settlements. This was news to the press, who had not been conscious of any deprivation of liberty to write whatever they pleased. However, some occasion was given to the *Telegraph* for the article in question by a resolution come to by the Legislative Council at their first meeting. This resolution has been misunderstood by the good people at home, as explained by the *Telegraph's* correspondent "R." The best proof of this is that the resolution in question attracted no attention at the time, either from the press or the public.

The petition of the Penang community to Parliament, for redress from the injustice done to them by the Postmaster General in giving way to the P. & O. Company, and depriving them of direct mail communication with home, meets the entire approval and endorsation of everybody in Singapore. The Penang merchants have done wisely in sending copies of their petition to the Chambers of Commerce of Glasgow, Manchester, and Liverpool. The merchants, manufacturers, and shippers of these cities are as much, if not more, interested in Penang's grievance as Penang itself, and are therefore bound to bestir themselves and use all their influence in backing up the petition under review.

The new arrangement as to the despatch of mails from this port has afforded a subject for some discussion. Great doubts are entertained as to the interpretation to be put upon the terms of Mr. Scudamore's letter—our only oracle hitherto to guide us how we are to be treated. Mr. Scudamore, or somebody else directing him, seems to have entirely ignored the frequent playfulness and contrariety of the China sea, and also the peculiarities of the navigation of New Harbour. We must any way await actual experience of how his very vague and indefinite instructions will work. We must note that the *China* on this occasion has remained the usual time.

We regret to have to chronicle a most untoward accident which happened on Sunday, the 16th, by the sinking of the *Princess Royal*, powder hulk, in the harbour, involving loss of property to the extent of over $100,000, and entailing, from all appearances, complicated litigation, which will end in no good to any body but the gentlemen of the long robe. How this deplorable catastrophe occurred remains still a mystery. The hulk was under Government surveillance, and naturally the greatest (and we might say the sole) attention was paid to the prevention of any accident from fire. It is not long since that the vessel was docked and thoroughly repaired in the Patent Slip Dock Company's dock. On coming out and being moored in her usual place she was pronounced and proved thoroughly water-tight. To prevent any chance of explosion the greatest care and precautions are always taken in descending into the hold, and the hatches are always carefully battened down. On the 15th February she took in about 12,000 kegs of powder from the other hulk, which required sundry repairs and was ordered into dock. This did not have more effect than to put her down in the water about an inch. Next day there was a considerable sea on and she rolled a good deal. In the afternoon the crew in charge discovered that she was deeper in the water than she ought to be, and after some hesitation they decided on examining the hold. On going down they found themselves up to the waist in water, and the alarm was given. The pumps were at once set a going and a boat despatched ashore. The captain of the other hulk, the *Statesman*, was also communicated with and proceeded on board. A number of Malays were immediately sent off by one of the owners and the master attendant despatched further assistance. All was too late however. The water had gained too much ground and the pumps were found unequal to make any way or even to keep the water down. It was therefore found necessary to abandon the vessel, which slowly settled down to about five feet under water, in which position she now remains. She was totally uninsured, as also was the whole of the powder stored, it not having been customary or even possible to do so here. The question now is, who is liable for the heavy loss, and this being likely to form a sort of *cause celebre* in the place, we refrain from making any further comments. We learn that she had in all about 7,000 piculs of powder on board.

The British steamer *Telegraph* has been bought by Wat Seng, in conjunction with one or two other spirited Chinese merchants, for $16,700. We hear that it is the intention of the new owners to keep her running between this port and Saigon, after she has made several trips between Singapore, Malacca, and Penang.

We believe that the British ship *Amaranth* has lately been sold privately for the sum of $7,000, and the Belgian barque *Bourse d'Anvers* for $5,000.

As a proof of the advantage of wharf accommodation in Singapore over the old system of discharging ships in the roads, we may mention that the entire cargo of the *Harvest Home*, a ship of 800 tons, with the exception of 120 tons of iron left in the ship for stiffening, was unloaded from that vessel at Tanjong Pagar, and delivered to the consignees in town, in exactly four working days—whereas it would have been considered good work in the roads to have finished in three weeks.

THE OVERLAND MAILS.—The following is from the *Morning Herald* of this day:—"The delivery of the combined Bombay, Calcutta, China, Japan, and Australian mail, which reached London last evening, and was distributed this morning—its due date—must be regarded as a very satisfactory operation, and a good augury of the successful working of the new mail arrangements for the East, of which it is the pioneer. Credit should also not be withheld from the contractors for their alacrity in changing the basis of the service from the calendar to the lunar month, which had to be effected at the shortest notice. The *Nyanza*, which reached Marseilles on Saturday morning at six o'clock, being due at nine, was the seventh of the series of vessels employed in conveying this mail throughout its route. The aggregate capacity of these steamers was about 13,000 tons, with 8000-horse power, and they traversed over 20,000 miles. The distance from the most remote point, Sydney, to London, is over 11,000 miles, and the journey was performed in 49 days, giving an average speed of about 226 miles per day, or 9½ miles per hour, including all transhipments and stoppages."

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REUTER'S TELEGRAMS.

JAPAN AND CHINA.

(RECEIVED VIA GALLE, MARCH 20.)

HONG KONG, Feb. 26.

Intelligence from Japan announces that the Shiogoon has been totally defeated by the Daimios, and has fled to Yedo. The intestine war paralysed trade. The Mikado had addressed a note to the foreign ministers declaring that the treaties would be respected.

A great fire has occurred at Foochow. The loss is estimated at $200,000. [This has already been telegraphed *via* Calcutta.]

The following has also been published, but seems to be based only on a vague report which was circulated in Hong Kong :—

SUEZ, March 15.

Intelligence received here from Japan reports that all the foreigners at Hiogo and Osaca had embarked for safety, in consequence of the prevailing hostilities.

A French or American vessel of war had been fired into; it was not known whether by the rebels or by the troops of the Japanese Government.

COMMERCIAL.

The following, received *via* Galle to-day (March 23), is in advance of the French mail, which left Hong Kong a few days after the English mail of February 26, but the exact date is not known.

HONG KONG.

Grey shirtings 6½ catty, $2.90; yarn 16-24, $116; cotton, $16½. Tea unchanged. Total export, 110,500,000; exchange on London, 4s. 3d.

SHANGHAI.

Grey shirtings 6½ catty, 2·20 taels; cotton, 17 taels; tea, Congou, 2 taels higher; silk moderate business, 3 teatlee, 56 taels; settlements in fortnight, 2,200 bales; export to date, 48,250 bales; stock, 500 bales; exchange on London, 5s. 9¼d.; tea and silk freights, £3.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for subscribers are made free of charge.)

BIRTHS.

GALTON—On the 22nd Jan., at Foochow, the wife of W. P. Galton, Esq., of a son.

HELBLING—On the 6th March, at Caenwood House, Grove-road, Clapham-park, the wife of Frederick Helbling, Esq., of a son.

HOLWORTHY—On the 24th Jan., at Victoria, Hong Kong, the wife of Wilmot Holdworthy, Esq., Military Store Staff, of a daughter.

HULEATT—On the 11th March, at Woolwich Common, the wife of the Rev. Hugh Huleatt, Chaplain to the Forces, of a daughter.

JARVIE—On the 13th March, at 9, Lynedoch-crescent, Glasgow, the wife of John Jarvie, Esq., of a daughter.

LAY—On the 19th March, at 89, Gloucester-terrace, Hyde-park, the wife of H. N. Lay, C.B., of a daughter.

PADDAY—At Penang, Feb. 3, the wife of H. J. D. Padday, Esq., of a son.

STEAD—On the 9th March, at Rose Cottage, Stourmouth, the wife of E. G. Stead. P. and O.S.N. Co., of a son.

TATE—At Shanghai, Feb. 4, Mrs. J. Priestley Tate, of a daughter.

WALKER—At Singapore, Feb. 11, the wife of Captain Walker, of the *Arab Steed*, of a son.

MARRIAGES.

HUTCHINGS—BECKETT.—At Swatow, Feb. 1, by G. W. Caine, Esq., H.B.M. Consul, Mr. Francis Hutchings, of Exeter, Devon, to Miss Emma Beckett, of Great Marlow, Bucks, England.

SANDILANDS—JOHNSON.—On the 18th March, by the Rev. James Smith, minister of Kelso, Alfred Sandilands, of 56, Belsize-park, Hampstead, London, to Annie Matilda, eldest daughter of Edward Johnson, Esq., of Adderstone Mains, Northumberland, and Tweed Bank, Kelso, N.B.

WALTER—GUPPY.—At Honque, Feb. 5, by the Rev. E. H. Thomson, Theodore Walter, fourth son of the late Joseph Walter, Esq., of Bristol, to Lucy L. Guppy, eldest daughter of Robert Guppy, Esq., of Trinidad, W.I.

DEATHS.

ALLEN—At Singapore, Feb. 12, Charles Gerrad, infant son of Charles and Christina Allen, aged 9 months.

JOHANNES—At Singapore, Feb. 16, Mrs. Anna Paul Johannes, aged 57 years.

MYBURGH—At H.B.M.'s Consulate, Hiogo, Jan. 21, after a short illness, Francis Gerard Myburgh, H.B.M.'s Consul for Hiogo and Osaka, aged 31.

STACK—At Hong Kong, March 2, Eva Florence, daughter of Thomas Griffith Stack, Esq., Military Store Staff, Hong Kong.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Business had absolutely ceased, and during the whole fortnight transactions had been of the most trifling description. Yarn had again fallen, and even at reduced quotations very little had been done: large auction sales of damaged parcels had by no means improved the position of this staple. Our quotations for Grey Shirtings and Velvets, and in Woollens, for Scarlet Camlets, remain unchanged, and in these manufactures only had business been done—all others were nominal and without demand. The quotations were :—Cotton Yarn, Nos. 16 to 24, $46 to 48; Nos. 28 to 32, $55 to 57; Nos. 38 to 42, $51 to 53 per picul; Grey Shirtings, 7 lbs., $2.75 to $2.90; 8.4 lbs., $3.30 to 3.40; 8.6 to 8.8 lbs., $3.30 to 3.40 per piece; White Shirtings, 56 to 60 reed, $3.30 to 3.50; 64 to 66 reed, $3.70 to 3.80; 68 to 72 reed, $3.90 to 4.20 per piece; T-cloths, 6 lbs. $2.25 to 2.50; 6.8 to 7 lbs., $2.70 to 2.90 per piece; Turkey Red Cloths, 24 yds. 32 in., $2.85 to 325 per piece; Iron, nail rod, $2.75 to 3.25; hoop, $4.25 to 4.50; bars $2.75 to 3.50; pig, $1.50 to 1.70; wire, $6.50 to 7; Lead, $6.50 to 7 per picul.

SHANGHAI.—Cottons: During the interval the natives had been occupied with the celebration of their new year festivities, and the market can hardly be said to have fairly reopened, although some small sales had been effected of Grey and White Shirtings and T-Cloths, at about the same figures as those current last mail. The stock had been largely augmented by the arrivals of the Taeping, Durham, Ajax, steamer Sir Jamsetjee Family, and Devana, from England, with large cargoes, and the market for Grey Shirtings had slightly weakened. A general resumption of business was likely to take place. Woollens: Spanish Stripes, Medium, Broad, and Habit Cloths, had been taken to a very trifling extent. For Camlets a rather better feeling had manifested itself, and rather better offers had been tendered. For Long Ells the market had continued depressed. Lastings had been quite neglected. Orleans, both Figured and Plain, had begun to attract some attention. Coals: The transactions in the coal market had been very small. Cardiff and English Coals were much neglected, but more inquiry after Australian kinds had raised their value to Tls. 10.2.5 per ton, at which figure there were purchasers "to arrive." The arrivals had been 2,250 tons from Great Britain, and 1,075 tons from Australia; total, 3,325 tons. The quotations were :—Grey shirtings: 7 lbs., 1.9.0 to 1.9.5 per picul; 8¼ to 8½ lbs., 2.2.0 to 2.2.5; 9 to 9¾ lbs., 2.5.0 to 2.8.0. White shirtings: 56 Reed, 2.0.0 to 2.1.0; 60 Reed, 2.2.5 to 2.3.0; 64 Reed, 2.3.5 to 2.4.0; 66 Reed, 2.4.5 to 2.7.0. Camlets, English: S, 56 yards, 12.7.5 to 13.2.5; S S, 12.5.0 to 13.0.0; S S S, 10.5.0 to 11.0.0. Iron: Nail rod, 3.0.0 to 3.1.0; hoop, 2.7.0; flat and round, 2.8.0 to 3.0.0. Lead: 5.3.0 to 5.4.0. Coals: English, 10.75 per ton; American Anthracite, 14.5.0; Sydney, 10.2.5.

HANKOW.—In the interval between the departure of last mail and the close of the Chinese year a trifling business in piece goods was transacted. The settling day among the natives had passed off very satisfactorily, and the banks had met their engagements without apparent difficulty. A general resumption of business was not looked for until about the middle of March.

CANTON.—A few trifling sales of metals are reported. Lead had advanced a little in value. Quicksilver remained as before. Quotations :—Lead, common, $7.45 to 7.55; quicksilver, $72.50 to 73.50.

HONG KONG.—Raw Cotton: During the early part of the interval there was more inquiry for this article, and prices advanced about 50 cents per picul, but have since weakened, and closed slightly under last mail's rates, the arrival of some moderate parcels by steamer having made buyers less desirous to purchase now that their actual wants have been satisfied. Should there be no heavy receipts, however, during the next two months prices must again advance, as stocks were far from excessive. Cotton Yarn: Transactions had been on a very moderate scale, but sellers refused to make any further concessions, and prices were unchanged. Piece Goods: Stocks of almost all descriptions of Manchester goods had been largely increased, four vessels having arrived from London, and importers had been willing sellers at a decline on our last quotations for almost all descriptions. Buyers were fully alive to the question of supplies, and being well aware of the general desire to realise were purchasing but moderately, hoping for still lower prices, and there was every indication that they will succeed in effecting a further decline. A small quantity of American Drills had been disposed of at about last quotations, but there was no enquiry for Jeans and Sheetings. Woollens: Prices generally were a little weaker, late receipts from London having been put upon the market. Metals: There was more doing in Iron at about former value. Lead had continued to find buyers amongst foreigners, and values were 15 to 20 cents per picul higher. Tin had further advanced. Tin Plates were only saleable on easier terms. Quicksilver was not in request. Coal: Six cargoes had arrived since our last report, but two of these were for Government, and two for steamer companies. One of the remaining two, a cargo of 293 tons Sydney, had been sold at $12 per ton, and the other, Welsh, was still on offer. A cargo of 700 tons Sydney had also been sold at $11.75 "to arrive." There was no inquiry for English or Welsh Coals, and quotations are quite nominal. The following were the quotations current at the departure of the mail :—Cotton Yarn, per picul, No. 16 to 24, $115 to 125; No. 28 to 32, $142.50 to 150; No. 38 to 42, $145 to 160. Shirtings grey, 7lbs. piece, $2.20 to 2.35; 8.4 lbs. $2.85 to 2.95; 9 to 9.12 lbs. $3 to 3.60. Shirtings white, 52 to 56 reed, $2.35 to 2.40; 64 to 66 reed, $2.90 to 3; 68 to 72 reed, $3.20 to 3.75. T-Cloths, 6 to 6.12 lbs., 32 in., $1.80 to 1.90; 7 lbs., $2.30 to 2.50; 8 lbs., 36 in., $3 to 3.10. Shirtings white spotted, $3.10 to 3.20; Shirtings, Dyed, $4 to 4.10. Turkey Red Shirtings, 8 lbs., $2.80 to 3. Woollens, Spanish stripes, Scarlet, per yard, $85 to 1; Assorted, $80 to 1; Medium, Ladies, and Habit Cloths, $1.10 to 2; Long Ells, Scarlet, per piece, $9 to 9.25; Assorted, $8.50 to 9.20; Camlets, S, $18 to 19; SS, $16.50 to 17; BBB, $21 to 22; Dutch, $24 to $26; Lastings, $15.50 to 16; Blankets, 7 to 12 lbs. per piece, $3.50 to 6; Metals, Iron Nail Rod, $3 to 3.10; Round, Square and Flat bar, per picul, $2.80 to 4.20; Hoop, $3.40 to $3.50; Wire, $6.50 to 7; Lead, per picul, $7 to 7.25; Tin, per picul, $18 to 25; Tin Plates, per box, $6.50 to 7; Steel, per tub, $4 to 5; Quicksilver, $64 to 65; Coals, English, $14 to 15; Welsh, $15.50 to 16; Australian, $12 to 12.75.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The business had not been on a very large scale, and after the departure of the P.M.S.S. Co.'s steamer Great Republic no transactions had taken place. Prices show a slight alteration, and before the New-year holidays the market closed weaker, since when, no business having been done, no change has to be reported. Settlements principally for America amounted to about 1,300 piculs, the arrivals being estimated at 1,800 piculs. Stocks must therefore be computed to be about 4,000 piculs. Quotations were as follows :—Common, $17 per picul; good common, $18 to 22; medium, $22 to 25; good medium, $25 to 28; fine, $29 to 31; finest, $32 to 35; choice, $36 to 44.

SHANGHAI.—Black Tea: The last mail left on the first day of the Chinese new year. During the greater part of the short interval since elapsed the foreign banks had been closed, and the Chinese had not yet recommenced to trade, and, consequently, no business whatever had been transacted. Stocks had been increased by the arrival of two chops from the River, all common Oonams and Ningchows. The low value of this class of Tea at home should react on this market, and lead to less exorbitant prices than have been latterly yielded. Those teamen, however, who have held over the new year appeared firmer than ever in their demands. From Hankow little or nothing more was expected; but should the high prices hold, a small additional quantity of inferior leaf would certainly be made up before the new crop could arrive. To reach the total export of last season we require still four millions, while the Tea to go forward from all sources this year can hardly exceed one million

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pounds. Re-shipments, none. Stock 8,500 chests, against 14,000 at same date last year. Total settlements (as far as ascertained) 335,000 chests, against 312,000 chests last year, and 265,000 in 1866; an increase due solely to the falling off in the direct export from Hankow, estimated this year at only 28,000 chests, against 68,000 in 1866 and 88,000 chests in 1865, making estimated total settlements of Black Tea from the river, in chests, 363,000 this season, against 380,000 last season, and 353,000 the season before.—Green Teas: In these likewise no business has been transacted. Some 6,000 pkgs. had come to hand from Kiukiang and Ningpo, increasing the stock to 11,000 half-chests of all descriptions. Notwithstanding disastrous advices from the United States, buyers appeared anxious to re-open business, and Teamen seemed confident of being able at least to maintain former rates. Stock, excepting the four chops fine Moyune previously alluded to, consisted of common third-crop Tekhing, Pingsuey, and Shanghai-packed Teas, the class which recent sales appear to have chiefly benefited. From the interior 10,000 pkgs. more were expected to complete the regular season's supply, but there was reason to anticipate the arrival of a few thousand half-chests in addition later on, packed from inferior leaf, which Teamen had hitherto rejected. In this case the total probable export to all parts would not be less than twenty-four millions. Reshipments, none. Stock, 11,000 half-chests, against 40,000 at same date last year.

FOOCHOW.—Trifling settlements of Congou and Souchong comprised the business of the fortnight, amounting in all to less than 1,000 chests. The arrivals from the country had been but 600 chests, which, with some 400 Foochow-packed, had been placed on the market. The only vessel loading for London was filling up very slowly, and the Eleanor, expected from Amoy, to fill up, would probably have to wait some little time to complete her cargo, and be the last vessel of the season. No more Oolongs had come to hand from the interior, but the stock had been increased by 1000 half-chests of Foochow-packed tea. It was reported that the Lansdowne and Shakespeare could not take all the teas purchased for them.

AMOY.—About 3,300 packages Oolong—the pick of the Teas on offer—had been taken at $18½ to 21 for common to fair cargo, leaving about 1,600 packages in stock. The Eleanor took 5,953 packages Oolong, and 924 of Congou for London, and had sailed for Foochow to fill up. The Surprise, for New York, was full, and about 5,000 packages Oolong would remain to be shipped *via* Hong Kong.

CANTON.—Two small chops of Country Congous and a few parcels Canton-made Congous had found buyers, but there had been no transactions in Scented kinds or Greens. There had been no further arrivals of leaf, and stocks were low, and, as a rule, undesirable in quality. Holders of the few chops Country Congou on offer continued very firm in their demands for extreme prices. Settlements for the interval are reported as under:—Country Congou, 190 chests, at Tls. 20; 200 half-chests, at Tls. 21; Canton Congous, 1,524 half-chests, at Tls. 17½ to 19½.

SILK.

YOKOHAMA.—About one hundred bales were settled after the date of the last report, in time for the French steamer, and about 400 bales had been settled since. Transactions would doubtless have been on a larger scale but for the holidays and the paucity of stocks; however, the eagerness of a few buyers had forced prices up to a higher range than had been seen during the whole season. As arrivals had been very small, stocks were further reduced, and were estimated at about 800 bales. The quotations at 4s. 4¼d. exchange laid down in London all charges included were as follows:—Mybash, Sinchu, &c., 1 and 2, 34s. 2d. to 35s. 2d.; ditto, 1, 2, and 3, 31s. 5d. to 33s. 3d.; ditto, 2, 3, and 4, 28s. 7d. to 30s. 5d.; ditto inferior, 27s. 0d. to 28s. 1d.; Oshu best nominal, 32s. 2d; Oshu medium, 27s. 9d. to 29s. 11d.; Oshu inferior, 24s. 0d. to 25s. 10d.; Coshu 1 2, nominal, 29s. 7d.; Coshu medium, 25s. 10d. to 27s. 9d.; Coshu inferior, 23s. 1d. to 24s. 11d.; Sodai, 1, 2, 27s. 0d. to 29s. 7d.; Sodai inferior, 24s. 0d. to 25s. 10d.

SHANGHAI.—Mr. Holdsworth's Circular is as follows:—The latest dates received from Europe since my last Silk Circular of the 24th January are by letters to the 10th December, and by Telegrams, *via* Galle, to the 27th January. Consequent on the intervention of the Chinese New Year Holidays only a very limited business has been transacted, the settlements being estimated at barely 300 bales, the majority of which have been purchased at an advance of Tls. 10 to 25 per picul on the rates paid last mail. Prices must be considered nominal for the greater proportion of the classes of Silk quoted below, owing to the restricted nature of the purchases made. The unsold Stocks remain unchanged, estimated at about 1,200 bales. The quotations, all charges paid to England at exchange 6s. per tael, were:—Tsatlee, chop No. 3., 27s. 6d. to 29s.; Market, Nos. 3 and 3½, 25s. 6d. to 27s.; No. 4, 24s. 6d. to 25s. 6d.; No. 5 and common, 21s. to 23s. Karshing Taysaams: Chop No. 1, 25s.; chop No. 2, 23s. to 24s.; chop No. 3, 21s. to 22s.; Nos. 4, 5, and common, 18s. to 20s. 6d. Chin Cum Taysaam: No. 2, 21s. 6d. to 22s.; No. 3, 20s. to 21s. Yuenfa and Hainings: No. 1, 26s. to 26s. 6d.; No. 2, 24s. to 24s. 6d.; No. 3, 23s. to 23s. 6d.

CANTON.—There had been some inquiry for the Indian and American markets; but, aside from settlements made for these, nothing had been done. The high rates demanded for fine Silk precluded purchases. Native manufacturers were reported to have taken considerable quantities of really good silk, especially fine Loongkongs, which has had the effect of maintaining prices. Stocks of these kinds were quite small, while those of lower grade were large. Re-reeled Cumchook may be quoted $10 to 20 higher, and holders firm. The settlements reported had been made by one or two houses, other buyers not seeming inclined to operate at the ruling values. The following were the quotations:—Tsatlee, best, no sales, $550 to 560 per picul; Tsatlee, No. 1 and 2, no sales, $510 to 535 per picul; Tsatlee, No. 1, Re-reeled Cumchook, 300 boxes, $545 to 555 per picul; No. 1, Loongkong, 40 piculs, $530 to 540 per picul; No. 2, Loongkong, no sales, $510 to 520; Suelam, 20 piculs, $430 to 440 per picul; Punjum, 200 piculs, $125 to 140 per picul.

EXPORT OF TEA AND SILK, SEASON 1867-68.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total. Bales & Cases
From June 1 to Jan. 31, 1868	840524	53438456	44154599		12741429	111175008	46662
Corresponding period last season	716907	51983590	45881924		11664469	110246890	40647

Shipments Since;

Jan. 30 per Brilliant	From Yokohama	...	258,580*	
— 30 ... H. Munro	... Foochow	...	847,400*	
— 22 ... Falcon	... Canton	...	452,900*	
Feb. 13 ... China (ml. str.)		...	—	704

* Included in above totals.

TO UNITED STATES.

							Pcls.
From June 1 to Jan. 31, 1868	...	...	...	...	...	28464378	1125
Corresponding period last season	...	...	...	...	...	28859017	431

Shipments Since;

Jan. 25 per Annie Braginton From Shanghai ... 475,245

Shipments Since; None.

TO THE CONTINENT.

							Bales.
From June 1 to Jan. 31, 1868	...	...	...	...	...	1425456	—
Corresponding period last season	...	...	...	...	...	1618570	—

Shipments Since; None.

TO AUSTRALIA.

From June 1 to Jan. 31, 1868 ... ... 11,226,855 lbs.
Corresponding period last year 9,662,378

Shipments Since; None.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Shanghai " "	5s. 10½d.	5s. 11d.	5s. 11¼d.
Canton " "	4s. 3d.	4s. 3¼d.	4s. 3¾d.
Hong Kong " "			
Macao " "			
Singapore " "			
Manila " "	4s. 4d.	4s. 4¼d.	4s. 4½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	301 to 301½ per 100 Tls.	Rs. 218½ to 219 p. 100 dols.
" Hong Kong	27½ p.c. dis.	—
Bar silver	12 p.c. pm.	11½ p. c. prem.
Mexican dollars	Tls. 72.9. 0 per 100 dols.	1½ p. c. prem.

Bous, at Yokohama, 302 to 303 per 100 dols. At Nagasaki, 305 to 307 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 2; Old, 12 per cent. premium.
China Gas Company, par.
Hong Kong and Whampoa Dock, New, 15; Old, 25 per cent. premium.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 100 dols. premium.
Hotel shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. discount.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, St. Dunstan, Pampero; from Baltimore, James Patten (reported by telegram).

At SHANGHAI.—From London, Feb. 1, Sir Jamsetjee Family; 3, Devana. From Liverpool, 4, Leon Crespo; 5, Talbot. From Hamburg, 5, Saturnus.

At HONG KONG and CANTON.—From London, Feb. 7, Belted Will (reported by telegram), Avon. From Newport, 6, Manchester, Annie Laity. From Glasgow, 7, Suomi. From Cardiff, Wilhelmina; 8, Pelgar. From Hamburg, 8, Ernst. From Newcastle, 8, Sultan. From Callao, 10, Pratalongo. From New York, 9, Kan Ka Kee (st.)

At MANILA.—From Newcastle, Jan. 27, Olano. From Newcastle, 29, Louise Kohn. From Rio Janiero, M. Lopez.

At SINGAPORE.—From Liverpool, Feb. 13, Kalahome. From Cardiff, 16, Delfthaven. From Shields, Vanguard. From Cherbourg, H.I.M. St. Aspie. From Rotterdam, 16, Isac da Costa.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—For London, Jan. 21, Brilliant.
From SHANGHAI.—None.
From FOOCHOW.—For London, Jan. 20, J. C. Munro.
From HONG KONG and CANTON.—None.
From MANILA.—For Cork, Jan. 28, Hortensia; 30, Sandringham; Feb. 4, Tres de Mayo, Adolfo. For Hamburg, Jan. 27, Voladora.

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From SINGAPORE.—For Cork, Feb. 8, Indian Empire. For Hamburg, 10, G. C. L. Meyer. For New York, 8, Triton.

From PENANG.—For London, Feb. 8, Dodo. For New York, 12, Strathmore.

VESSELS LOADING.

At YOKOHAMA.—None.

At SHANGHAI.—For London, Ajax (str.), Western Chief, Assyrian. For New York, Nabob, Tavistock.

At FOOCHOW.—For London, Corsair. For New York, Lansdowne, Shakspere.

At AMOY.—For New York, Surprise.

At HONG KONG and CANTON.—For London, Sophie. For New York, Ceres, Fidelio.

At MANILA—For London, Belle Maria, Olano. For Cork, Rosa del Turia. For Liverpool, Mary Ann Johnston. For Barcelona, Nuevo Lantaro.

At SINGAPORE.—For London, Arab Steed, Loochoo, Mogul. For Glasgow, Een Hoorn, Harvest Home, Sparkler. For Bremen, Bintang. For Glasgow, James Paton. For Gibraltar (f.o.), Alexander II., Cecilie Formicu. For Boston, Far Away.

AT PENANG.—For London, Kate Carnie, Ulva, Chaturanga.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Tea £3 10s., Silk £4 to £4 10s. per ton; nominal.

At SHANGHAI.—Rates to London and New York remain unaltered—viz., £8 per ton.; the Ajax (str.) has been circulated at £3 10s. per ton of 40 feet. In coasting charters little has been done, owing to a scarcity of suitable tonnage.

At FOOCHOW.—To London, £3 10s. per ton.

At HONG KONG and CANTON.—To London or New York no fresh charters have been made rates remain unaltered; to the rice port; the demand for tonnage has almost ceased; to the northern ports there is a fair enquiry at good rates. The circular of George Holmes estimates the number of disengaged vessels in port (exclusive of Siamese) at 20, representing 9,829 tons.

At MANILA.—The demand for tonnage continues good at £4 for dry sugar. The Olano has been taken up by Government to load tobacco for London at £5 per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date	Ship	From	For
Jan. 22	Virgilia	Shanghai	New York
— 25	Belle	Nagasaki	New York
— 25	Amsterdam (Dut.)	Batavia	Amsterdam
— 27	Falma (Hamb.)	Saigon	Cowes
— 27	Georg Heinrich (do.)	Bangkok	Falmouth
— 28	Bengale (French)	Saigon	Mauritius
— 28	Crested Wave	Singapore	New York
— 31	Beemah	Foochow	London
Feb. 2	Meteore (Belgium)	Batavia	Falmouth
— 2	J. C. Munro	Foochow	London
— 2	Electra (Dut.)	Amsterdam	Batavia
— 2	Sydpolen (Swed.)	Cape of Good Hope	Do.
— 2	Astræa (Amern.)	Batavia	Amsterdam
— 9	Eastern Star	Singapore	London

SHIPPING REPORTS.

HONG KONG.

The British barque *Sultan*, from Newcastle-on-Tyne 9th July, reports having had very bad weather after leaving port, but good winds to the line, which was crossed on the 1st September in 26 West, long., and from thence to the Cape fair weather. After passing this point experienced a bad gale of wind, which lasted for some time. For four hours during this gale the wind blew with the force of a hurricane, completely burying the ship in the sea. Passed Ombay passage on the 4th December, and Gillolo and Pitt's passage on the 25th December. Calms and variable winds until arrival.

The British ship *Sir Lancelot* reports having left London on the 26th October, and experienced very heavy weather in Channel, having had to anchor once off Dungeness and twice in the Downs. Finally took a departure from Cowes on November 2, and experienced light variable winds, generally from the westward, across the Bay of Biscay and to the Equator, which was crossed on November 27, in 27·36 W. Moderate S.E. trades were encountered, and the meridian of the Cape passed on December 19, in latitude 41·15 S. Experienced four days' very heavy westerly gales while running down the Easting. Entered Allas Straits on January 17, and cleared them next day. Passed through Clayer Straits on the 20th, and crossed the Equator again on the 25th, in longitude 130·50 E. Caught the monsoon on the 27th, which continued light and variable until the 30th, when a fresh gale was encountered for forty-eight hours, after which fell in with three days' calm to the eastward of the Bashees, and thence a fresh breeze until arrival, making ninety-four days from pilot to pilot.

The British ship Chaa-sze reports having left the Downs on the 19th August. Experienced fresh S.W. breezes down Channel and as far as Cape Finisterre. Moderate N.E. trades, and crossed the Equator on the 6th October, in long. 25 W. Met with fresh S.E. trades, and passed the Meridian of the Cape on the 9th November, in lat. 40 S. Moderate Westerly gales while running down the Easting, and sighted Sandalwood Island on the 15th December. Experienced light winds through the Gillolo passage, and strong N.E. gales in the North Pacific, during which a suit of sails were blown away. Passed Gibbey Island on the 25th December, and from thence met with light variable winds and calms as far as lat. 5 N., after which strong N.E. gales and heavy seas were encountered to the Bashees, where light variable winds and calms were again met with for some days, until a steady monsoon was caught, which continued fresh until arrival.

THE LATE MRS. JARDINE.

The funeral of the late Mrs. Jardine took place on the 14th instant, when her remains were interred, amid numerous tokens of profound and sincere regret, in the parish church of St. Mungo, near Castlemilk. The *Dumfries Courier* has the following well-merited tribute to her memory :—

The intelligence of the dangerous illness (supervening on her recent confinement) of the young and beautiful wife of Robert Jardine, Esq., M.P., created feelings of the deepest concern and sympathy among all on the estate of Castlemilk and neighbourhood, and profound and universal was the grief throughout the district, when on Sunday week the melancholy tidings were received that that illness had on the previous day terminated fatally. Mrs. Jardine had endeared herself to everyone at Castlemilk by her amiable and benevolent disposition, by her engaging and winning manner, and by the kindly interest she took in all connected with the estate. A long period of usefulness and of domestic happiness seemed to stretch before her, but a bright and hopeful career was cut short at the early age of twenty-one. The body of the deceased lady was brought from London to Castlemilk on Thursday night, and was interred in the family burying place in the old parish church of St. Mungo (about two miles distant) on Saturday, the 14th. There was a very large attendance of the resident gentry of the neighbourhood, the clergy, the farmers, and tradesmen on Castlemilk and adjoining estates, &c., and the line of carriages and other vehicles in the funeral procession extended to a great length. Previous to the removal of the body from the house the Rev. Dr. Menzies of Hoddam offered up an impressive prayer.

COMMERCIAL POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—March 17, off Dungeness, from Java, Huidekoper; 19, at Texel, from Macassar, Doesborgh; from Banjoewanjie, Sindbad, Anna Maria Wilhelmine; from Batavia, Drie Gezusters; 21, at Deal, from Colombo, India; 22, in the Downs, from Manila, Ann Longton; Feb. 27, at New York, from Shanghai, Ousuri, from Foochow, Warren Hastings; 28, from Shanghai, Resolute, Burnside.

DEPARTURES.—March 20, from London, for Cardiff and Anger, Palm Tree; 21, for Penang, Lord Nelson, for Cardiff and Singapore, Flora; —, from Rotterdam, for Batavia, Nortenaar; —, for Hong Kong, Hendrika; —from Hamburg, for River Amoor, Sterling; 17, from Sunderland, for Hong Kong, Mary; 20, from Cardiff, for Galle, Gloucester; 18, from Havre, for Yokohama, Lucie.

LID ON.—At Liverpool, for Mauritius, Penang, Singapore, Hong Kong, Shanghai, Copernicus (s.).

SPOKEN.—Franz v. Mathies, Shanghai to New York, 8 February, 3 N., 21 W.

CASUALTIES.—Intelligence has been received from Batavia by Marine. Telegram *via* Galle, dated 11th March, that the Sandringham, from Manila to Queenstown, with sugar and hemp, was stranded in Gaspar Straits, 16th Feb., and had become a wreck; crew saved and cargo sold

MISCELLANEOUS.—The Chalmers, from Sunderland to Galle which put back to Deal, March 16, sailed on the 18th for her destination.

A gunboat, one of eight building in private yards for the Admiralty, was launched from the iron shipbuilding yard of Messrs. Richardson and Duck, Stockton, on the 10th inst. She is named the Hornet, and has been built from the designs of Mr. E. J. Reed. Her dimensions are—length between perpendiculars, 155ft.; breadth, moulded, 25ft.; depth, 14ft. 2in.; burden, in tons, 463 88-94. She is a composite vessel, having iron frames, beams, &c., covered with two thicknesses of teak planking, the whole of the fastenings being of brass and copper. She is bark rigged. Her armament will consist of two guns, one 100-pounder and one 64-pounder. Her machinery consists of two pairs of horizontal trunk engines, with three boilers of the nominal power of 120 horses. She is on the twin-screw principle, one pair of engines driving each propeller, the latter being of gun-metal, and of the form known as Griffith's patent. The Hornet is said to be for the Indian service, and when fully equipped will only draw 7ft. water.

STEAM SHIPBUILDING ON THE CLYDE.—Messrs. Barclay, Curle, and Co. have launched an iron screw of 900 tons register. She will be fitted with a pair of direct-acting engines with surface condensers, 38-inch cylinders, and 120-horse power. Messrs. C. Connell and Co., of Overnewton, have launched a composite screw of 800 tons. The vessel, which has been named the *Nymph*, is being engined by Messrs. J. Howden and Co.; she is a duplicate of the *Columbine*, screw, launched about two months since by Messrs. Connell and Co. Both vessels are intended for the China trade.

THE BRITISH INDIA STEAM NAVIGATION COMPANY.—It appears from advices from Annesley Bay of the 19th of February that the vessels of the British India Steam Navigation Company had done good service, not only in landing troops and stores without accident, but also from the fact that by their powerful condensing apparatus they were able to supply daily to the troops many thousand gallons of good fresh water, not otherwise to be obtained.

CEYLON APPOINTMENT.—The following are announced in the *Civil Service Gazette*:—Mr. R. C. Pole has been appointed to be commissioner of the Court of Requests and police magistrate of Galle, vice Mr. F. Dickson; Mr. G. W. Templer to be assisted at Jaffna to the Government agent for the Northern Province; Mr. A. Mainwaring to be landing and tide surveyor at Galle; Mr. P. W. Conolly to be commissioner of the Court of Requests and police magistrate of Haputale; Mr. R. Reid to be commissioner of the Court of Requests and police magistrate of Kalpitiya; Mr. J. B. Pilkington to be commissioner of the Court of Requests and police magistrate of Kayts; and Mr. C. E. D. Pennycuick to be commissioner of the Court of Requests and police magistrate of Panwila.

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NOTICES TO CORRESPONDENTS.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

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THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, MONDAY, MARCH 23, 1868.

TREATY REVISION AND THE CHAMBERS OF COMMERCE.

IF the unexpected decision of Lord STANLEY is destined to be acted on, and negotiations for the revision of the Treaty of Tientsin are really to be entered upon with Mr. BURLINGHAME, those Chambers of Commerce in this country that are most deeply interested in the China trade should lose no time in forwarding to the Foreign Office an exposition of their views on the subject. It appears that the memorials of the various Chambers in China, with the Consular reports or communications annexed to them, are already "under consideration" here; and as the *venue* has been changed, the Manchester, Bradford, Leeds, Liverpool, and other important Chambers should take advantage of that circumstance (the only advantage, as far as we can see, that is likely to accrue from it) to second the efforts of the China merchants to procure a satisfactory settlement of the many important points that will come under discussion. As an incentive to energetic action, the Shanghai Chamber of Commerce has addressed a circular letter to the Chambers of Commerce in England, urgently requesting them to press the whole question on the consideration of Her Majesty's Government. The letter conveys in clear, concise terms the substance of the chief points in the Shanghai memorial, to which we have referred in detail in a former issue. The liberty to reside in the interior of the country (it says), and to open business premises there, after being accorded by the 12th article of the Treaty of Tientsin, has become of no avail from the very limited interpretation subsequently given to the clause conferring the benefit; while the chief object of the Treaty has been further frustrated by the virtual exclusion of foreign manufactures from the greater portion of the population. Denied the privilege of himself introducing the goods in which he deals among the people, or even of facilitating their introduction by improving the system of carriage, the British merchant finds his market limited to a narrow area around the open ports by the imposition on various pleas of prohibitive duties, and even that within the Foreign Settlements themselves heavy taxes prevent the legitimate development of his trade. The suggestions which the Chamber has made with reference to these subjects are:—Firstly, that liberty to reside in the interior under license from the Consul at the Treaty Port be clearly defined; secondly, that the establishment of better means of communication be permitted; thirdly, that no local taxes in excess of the tariff be levied without the express sanction of the Foreign Ministers; and fourthly, that transit dues should be collected by the local officials in the country, in lieu of at the Custom-houses of the open ports.

The letter goes on to state that past experience of the working of the Treaty points to the necessity for a watchful and firm policy in its application rather than for any radical change in its form, and there is much truth in the observation. It is admitted on all hands, that the Treaty, as treaties go, is not a bad one; it has worked badly, not from any inherent defect of its own, but from mismanagement and misinterpretation. How is this? The letter before us answers the question in a single forcible sentence:—"Removed from any contact with foreign merchants, "and the influence of public opinion, the Foreign Ministers be- "come in a measure advocates of Chinese exclusiveness rather "than of the extension of foreign trade, and the result of such "views can only be obviated by the urgent representations of "all the Chambers of Commerce in England." This explanation of the origin of the evil is the true one. Let us hope that the remedy suggested in the last sentence may prove efficacious.

THE PENANG MAIL SERVICE.

THE Penang Chamber of Commerce has taken prompt action in the matter of the alteration in the mail service, by addressing a letter of remonstrance to Sir HARRY ORD, Governor of the Straits Settlements. After deprecating "the hasty and secret "manner in which the arrangement has been carried out," the memorial goes on to state that the improvement effected of late years in the commerce of Penang is due in a great measure to the Settlements being in direct communication with Europe. In support of this assertion the case of Malacca is referred to, where the development of resources has been, according to the memorial, extremely slow, owing to the want of mail communication. In conclusion, the Chamber expresses an earnest hope that the GOVERNOR will use his influence with the British Government on behalf of the Settlements to procure a resumption of the P. and O. Company's service. From a return issued by the Chamber and appended to the memorial it appears that the number of vessels which cleared from Penang for Great Britain from 1859 to 1867 (inclusive) was 160, the total tonnage being 73,800 tons, averaging 8,200 tons per annum. The total value of the imports and exports from the year 1840 is thus returned:—From 1840 to 1845, £6,019,288, annual average, £1,203,857; from 1845 to 1850, £7,749,699, annual average, £1,549,939; from 1850 to 1855, £9,123,477, annual average, £1,824,469; from 1855 to 1860, £15,470,394, annual average, £3.094,078; from 1860 to 1865, £20,072,911, annual average, £4,012,582; from 1865 to 1866, £4,304,937.

As a further step towards the attainment of their object, the merchants and planters of Penang have drawn up a memorial to the House of Commons, in which the claims of that port to be included in the mail service are ably advocated. This document sets forth the injustice of making so important an alteration without giving the Penang residents an opportunity of making any representation regarding its effect on their trade. It then urges that the divergence from the direct course necessary to touch at Penang would only be seventy or eighty miles, occupying some nine hours, and that a stay of six hours would suffice; so that fifteen hours, or even somewhat less, would be the extent of the delay. Some trade statistics follow, showing the satisfactory development that has taken place under the beneficial influence of a regular mail communication, which the memorialists believe will be converted into a retrograde movement, should they be deprived of that convenience. And finally, they point out that the 12th article in the new contract empowers the POSTMASTER-GENERAL to extend the service to ports not specified in the contract, any alteration in the subsidy thereby rendered necessary to be mutually agreed on or settled by arbitration. Under this stipulation it is competent to the POSTMASTER-GENERAL to require the mail packets to continue to touch at Penang, should he now recognise the necessity of doing so. This memorial, which certainly makes out a very strong case for Penang, has been entrusted to Mr. THOMAS BARING, M.P., for presentation, and we understand that several other influential members of Parliament have promised their support to it.

It is clear that if a return to the old system cannot be obtained some sufficient substitute must be found, and one very pertinent suggestion has been made, to the effect that advantage might be taken of the opium steamers now running between Calcutta, the Straits, and China, as a means of conveying English mails, not only to the Straits, but to China, as all correspondence for Calcutta is now sent *via* Bombay, and the Straits by this route could be reached quicker than by Galle. This would of course necessitate the fixing of the opium sales about a day or two before the due date of the mail from England. We hope the Indian Government will give attention to this question, as, independent of the service rendered to the Straits and China, it seems but rational that the opium sales and steamers should correspond with the arrival of mails from England. The whole subject should be taken up by the Straits Settlements Association.

THE present Inward Mail is the first under the new contract, and is delivered on its due date according to the P. and O. Company's time-table. Its passage through the Straits of Messina, on the evening of Wednesday, the 18th, was promptly telegraphed to the Company, and made public by them. From this it may be inferred that we may always expect the mails to be delivered punctually on the Monday morning, when the steamer is telegraphed as having passed Messina on or before the previous Wednesday.

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BANQUET TO GENERAL CAVENAGH.

THE late residents of the Straits Settlements now in London assembled at the Albion Tavern on the 14th inst., to present to General CAVENAGH, their late Governor, a testimonial in the shape of a full length portrait, very ably executed by Sydney Hodges, which is to be hung in the town-hall at Singapore, and in addition to the portrait a pair of silver candelabra and four dessert stands, which are designed to be *en suite* with the centre-piece (presented by Penang residents), and are ornamented with models of the native animals and foliage, including the curious pitcher plant. The testimonial from Penang consists of a large centre ornament in silver, with groups of native figures and beetle-nut palms of a very light and novel design. The whole of the silver is designed and executed by Mr. STEPHEN SMITH, King-street, Covent-garden. The assemblage was a very harmonious one, the dinner excellent, and the committee of management, consisting, we believe, of Messrs. GREENSHIELDS, READ, PATERSON, and LEVESON, deserve great credit for the satisfactory arrangements and general success of the banquet.

Mr. W. NAPIER, Chairman of the Straits Settlements Association, presided. After the preliminary toasts of the QUEEN, the Prince and Princess of WALES, the Army and Navy, which were responded to by Colonel COLLYER and Admiral KING, lately Commander-in-Chief on the China station, the Chairman proposed the toast of the evening, "The Health of General CAVENAGH." After considerable cheering, Mr. NAPIER entered on some description of the objects and intentions of that meeting. General CAVENAGH, he said, was well known to those present, and through good report and evil report he had conscientiously conducted the government of the Straits for a period of about eight years. During that time he had to contend with numerous difficulties, arising on the one hand through the Native States by which Singapore is surrounded, and the Government of India which he served. The various acts of General CAVENAGH have always been characterised by sound and judicious treatment. The conflict between the interests of those he governed was no mean task to reconcile. Although he had not the pleasure of being resident under the General, and indeed had not seen him until this evening, he had closely watched all his public acts, and with trifling exceptions had reason to be satisfied with his government. Mr. GREENSHIELDS then said:—

"Mr. Chairman and gentlemen,—I rise with much diffidence to address this—the largest assembly of Straits residents that ever met in this great city; who by their numbers stamp the Cavenagh Testimonial Dinner a great success. I could have wished that among the familiar faces I see around me some one more able than myself had been selected to be the mouthpiece of Singapore on this occasion; at the same time I appreciate the honour you have done me, and shall do my best in the important matter on presenting the Singapore testimonial. Before proceeding to do this, however, I have a few words to say having personal reference to our honoured guest of this evening. Our worthy chairman has told us that he had left Singapore before General Cavenagh arrived to assume the government of the Straits, and that he had no personal knowledge of him. I, in common with many present, have had the pleasure of knowing General Cavenagh during his whole term of office. It is difficult, on an occasion such as this, to speak of personal qualities without using language that might seem like flattery; or, on the other hand, give a meagre sketch, less warm and broad than our feelings would prompt or the occasion demand. Fortunately in this case the language of plain truth—a plain unvarnished tale—is the best, and I have no hesitation in stating as the fact that General Cavenagh won, during his term of office, the goodwill of the entire community in Singapore; was looked upon as one who had the interest of the settlement at heart; and I say the Singapore testimonial is an expression of the estimation entertained by the entire community of the zeal and ability of the Governor, as well as the probity and urbanity of the man. And now, General Cavenagh, I have the honour, in the name of the community of Singapore, and as representing, also, subscribers and well-wishers in this country, to present this testimonial. First, your portrait, which all consider a successful one, highly creditable to the artist, Mr. Hodges—this portrait will shortly be sent to Singapore, to be hung in the Town-hall there, and be associated with former Singapore worthies, few in number, but deserving of honourable mention here: first, of the great and enlightened founder of the Settlements, Sir Stamford Raffles, in whose praise any word of mine would be superfluous; then the portrait of one who has taken a life-long interest in all connected with the Straits, and who, fortunately, still survives to aid us with his kindly counsel and ripe experience. He is among us to-night. I need not say I speak of our honoured and venerable guest, Mr. John Crawfurd. Then we come to the portrait of the late General Butterworth, of whom many present have a warm and friendly recollection, one who in his day and generation did good service. Your portrait, General Cavenagh, will be the last of the representatives of the old *regime*—that *regime* under which Singapore was founded a free port—and as such, may I not say, solely because it has been maintained a free port, has enjoyed nearly half a century of great prosperity. That *regime* has passed away. May we not on such an occasion pay it a passing tribute of almost affectionate regret? We all hope and believe that Singapore will continue to prosper, and has a bright future in store; but still we may say that the ship under the old rig sailed well, and was a good sea-boat. Let us hope that all these changes may be improvements, and that the good ship, with her new rig and propeller, may progress as before. And now, General Cavenagh, it remains for me to present to you this service of plate, with the earnest wish—a wish that will have a strong echo in Singapore—that you may long be spared to use it, and hand it down as an heirloom in your family, to which in days to come your descendants may point with honourable pride, as a proof of the estimation in which their ancestor was held."

Mr. PADDAY followed Mr. GREENSHIELDS on behalf of Penang, and after a few observations as to the high opinion in which the Penang residents held General CAVENAGH, proceeded to read a letter from Mr. BAIN, in which he very appropriately alluded to the various public and private acts of the GENERAL during his tenure of office. The toast was most enthusiastically drunk.

General CAVENAGH spoke as follows:—

"I rise to address you with mingled feelings of pleasure and sorrow; pleasure at the thought of the high compliment you have paid me, sorrow at the recollection that the official connection which long existed between us has been now permanently severed. I offer you my sincere and heartfelt thanks, not only for the handsome testimonials which will be handed down with pride as heirlooms in my family, but also for the cordial welcome you have accorded me this evening, a welcome which, as an expression of esteem in the hearts of those with whom, in the discharge of an important duty, I was for so many years associated. The remembrance would long have been cherished, even if it had not been accompanied by your costly gifts.

"Whilst utterly disclaiming all pretensions to be deemed deserving the eulogiums that have been passed upon me by your chairman and the representatives of Singapore and Penang, I may honestly assert that throughout my career as a public servant I have ever endeavoured in an humble degree to follow as close as possible the bright example that has been set before me by so many of our country's illustrious sons in the profession to which I have the honour to belong, and in every position in which I have been placed have tried to the utmost of my poor ability to do my duty. This great honour is my sole merit, the sole claim that I can advance to entitle me to your respect and goodwill; many men are gifted with brilliant talents, and the most brilliant talents are sometimes misapplied: but every one may strive to perform his duty zealously, fearlessly, and impartially, and I am proud to believe that when sincerely influenced by this desire, however numerous his shortcomings, a British officer is sure to succeed in gaining not mere fleeting popularity, but that which is of far greater value, the lasting esteem of his fellow-countrymen, the noblest reward which a soldier can aspire to; it is the most enduring, casting a glow upon his name, when other riches, and honours, and even life itself, may have passed away. Gentlemen, that this is not from a mistaken feeling your presence here is a sufficient proof, for placed as I was at the head of a large and busy community, consisting of many nationalities, entertaining many conflicting views, it would have been impossible for me to have altogether avoided acting occasionally in antagonism to the wishes of some of its members, and even at times giving decisions prejudicial to personal interests. But I ever felt satisfied that so long as every question brought under my notice was treated with due consideration, and that those by whom it was submitted experienced at my hands that fairness and courtesy so essential to the satisfactory maintenance of official intercourse. Even although my decision might be adverse, I should never give real offence. Hence, in discussing public affairs I never disguised my real sentiments; if the opinions advanced were such as I could not honestly support, I never hesitated to express my dissent; and in justice to yourselves, gentlemen, I am bound to acknowledge that that dissent was always as frankly accepted as it was avowed, and that in no single instance was there the slightest attempt at factious opposition, and however opposed my proceedings might appear to preconceived notion, credit was always given me for being actuated by good intentions, and a sincere desire to promote the welfare of the settlement entrusted to my charge. Even as regards the introduction of the Stamp Act, a measure most repugnant at one time to the feelings of the whole community, when once the Act was really extended to the Straits, all opposition vanished, and, indeed, I was indebted to the advice contained in a representation I received from a deputation, of which some of the members are, I think, now present, in being enabled to remedy an omission on the part of the authorities in India, that might have added greatly to the difficulties of improving the provisions of the Act, and have rendered it simply unpopular. Gentlemen, apart from the cares which must always attend any post of importance and responsibility, cares for which I am more than recompensed by your present kindly recognition of my services, my task as Governor of the Straits Settlements was comparatively easy. If during my tenure of office, your beautiful islands flourished that happy result is to be attributed far more to the exertions of the able and zealous officers by whom I was so energetically seconded, and to the cordial support I received from all classes, than to my own labours for the position of the colony. So long as the government is administered on the principle of free trade, initiated by that great man Sir Stamford Raffles in Asia, long before the cry was heard in Europe, I have no fears; but let that principle be once departed from, and your trade will be given to other ports, and with the departure of trade there will be diminution of your revenue, for your capital. Singapore, is simply a great emporium, owing its importance to its admirable position, rendering it the great centre of the commerce of the Eastern Archipelago. However, this is a theme upon which I must not dilate, for so long as we have statesmen at the head of affairs in this country, I feel assured that no attempt to interfere with the freedom of your port will be attended with success; and that there is every reason to believe that the colony will truly retain its pristine vigour and union under the new Administration equally as under the old; and that many years may yet elapse ere it reaches the acme of its prosperity.

"Gentlemen, it is said that when the heart is full the tongue is often silent. I now feel the truth of this saying, and this must plead as an excuse for my brevity; but I cannot conclude without expressing a fervent wish

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for the continued welfare of a Settlement in which I spent many happy years and made many warm-hearted friends. I would therefore propose as a toast the "Prosperity of the colony of the Straits Settlements," with which toast I venture to couple the name of Mr. W. H. Read—a gentleman who has ever identified himself most thoroughly with the Straits, and whom I always found ready to sacrifice his own convenience if by so doing he could assist the Government or further the interests of his fellow citizens."

The health of Mr. JOHN CRAWFURD was next proposed by the Chairman. Mr. CRAWFURD took charge of the Government of the Straits in 1821, and did much to consolidate the advantages bestowed by Sir STAMFORD RAFFLES. It was chiefly owing to the vigilance of Mr. CRAWFURD that the valuable tin mines in Sarawak were opened up. Since his residence in this country he has always been ready to devote his attention to matters connected with the Straits, and he was a most valuable adviser. Mr. CRAWFURD, in acknowledging the toast, said he had much pleasure in meeting so large a number of gentlemen connected with the Straits; that he was now in his eighty-fourth year, and could hardly expect many more such meetings. He said that the prosperity of the Straits was, in a great measure, owing to the residents themselves.

Mr. LEVESON next rose to propose the "Colonial Service," coupled with the name of Colonel MACPHERSON, the present Colonial Secretary, who had just arrived from Singapore.

Colonel MACPHERSON had much pleasure in returning thanks, and was delighted to find his old friend and Governor so much honoured. The new Government of the Straits, he could assure them, was making satisfactory progress, and if the residents would but exercise patience they would find that trade generally would flourish more under the new than the old regime, and he could assure them that there was no intention to depart from the free trade principles originally laid for the Straits.

Mr. READ then proposed "The Guests," which was responded to by Mr. CRAWFURD.

Mr. GREENSHIELDS called attention to the desirability of a yearly dinner, which was received with great applause.

The CHAIRMAN in a neat speech proposed "the Press," with the name of Mr. ANGIER.

Mr. ANGIER, in reply, said that the press had a most important and at times unpleasant duty to discharge, but so far as he was personally concerned, he could assure the readers of the *London and China Express* and *London and China Telegraph* that they were conducted on thoroughly independent principles, and that the object of the proprietors was to be of service to the communities of the Far East, and not pull the strings of any particular section.

General CAVENAGH then proposed the health of the Chairman, and on behalf of the company thanked him for his able discharge of the duties.

A TELEGRAM from Calcutta, dated Feb. 22, and received on Saturday, states that a memorial in support of the ANGLO-INDIAN TELEGRAPH, signed by numerous merchants, has been presented to the Government. The reply was to the effect that the matter was receiving all possible attention, and that a despatch relative to it had been transmitted to the SECRETARY of STATE for INDIA.

A PARLIAMENTARY paper just issued contains the texts of the memorials on the revision of the Treaty addressed to the British Minister at Peking by the Chambers of Commerce at the following ports:—Shanghai, Foochow, Amoy, Hong Kong and Tientsin. It includes also Messrs. Jardine, Matheson and Co.'s separate memorial, and those of the missionaries at Foochow, Swatow, and Ningpo.

An order has been received at the Royal Engineer establishment, Chatham, directing a party of non-commissioned officers to proceed to Persia to join the detachment of sappers of the Royal Engineers engaged in laying down the telegraph overland to India, under the superintendence of Major Smith. The party will leave Chatham on the 28th inst.

The *Gazette* of the 17th contains the following notification:—"The Queen has been pleased to appoint William Henry Macleod Read, Forbes Scott Brown, Thomas Scott, and Robert Little, Esqs., to be members of the Legislative Council of the Straits Settlements."

In the House of Commons to-night Mr. BAINES will move for "copies of replies to memorials on direct commerce with the Shan States and West of China from the port of Rangoon."

Correspondence.

A FEW SUGGESTIONS TO THE HONG KONG ASSOCIATION.

(To the Editor of the *London and China Telegraph.*)

SIR,—The inauguration of the Hong Kong Association in London will mark an epoch in the history of the colony, as the views of so influential a body of gentlemen cannot fail to have due weight with the Imperial Government. And there is the more hope of success as the temperate tone of the speakers gives us an assurance that the error into which the Hong Kong branch has fallen, of using too inflated language in their petition to Parliament, will not be repeated. That the Hong Kong Association has materially weakened its case by the use of that species of colonial English which Mr. White tells us cannot be tolerated in England, there cannot be a doubt; and it is to be hoped that any future documents addressed by it to the Home Government will be subject to revision by some one who is not an editor of a paper. But to return to our association. As I think that too much light cannot be thrown upon so vital a point as the action of the Hong Kong Legislative Council, I wish to state that the presence of the official members at that board is a complete farce, as they are not even allowed to differ in opinion from the views promulgated by the governor. Now surely this is a degrading position for any English gentleman to be placed in—to be *obliged* to vote against his own convictions. But such is literally the case. I was present at a meeting of the Legislative Council in which Mr. Sutherland moved an amendment to the estimates submitted by the then acting governor, Mr. Mercer, when two of the official members actually voted for the amendment. This desertion from the Government ranks reduced the majority for the estimates to *one*, and, no doubt, caused some serious cogitation in the mind of Mr. Mercer, for he appears to have represented the gravity of the situation to the home authorities. The answer which the Secretary of the Colonies forwarded (to speak more correctly—was understood to have forwarded) defined exactly the position of an official member of the Legislative Council of Hong Kong. The secretary wrote in substance as follows:—"I expect that any member of the Council who is in receipt of a salary from Government will, under all circumstances, support Government by his vote, and trust that in case he finds it impossible to reconcile such a line of conduct with his conscience or his honour, he will not hesitate in resigning his situation. Moreover, I should not be displeased to learn that in the event of any official member acting contrary to the spirit of these instructions, that the governer, for the time being, had suspended him forthwith from the exercise of his official functions pending further instructions from home." This is what is expected from these gentlemen, to whom is extended the prefix "honourable."

The two official members who voted against the Governor's estimates on the above-mentioned occasion were Mr. Whyte and Mr. Forth. Mr. Whyte resigned shortly afterwards, so that he was not again called on to provoke the wrath of the powers that make and unmake official members; but Mr. Forth was again tempted, on the Stamp-tax question, to vote against Government, but prudently asked, before committing himself, what the consequence of his so voting would be. Governor MacDonnell was kind enough to clear up all doubts in a moment, by explaining that every member of Council had, without doubt, the right to vote as he liked, but if any one of the official members should happen to vote against Government, he might be asked how he could reconcile such conduct with the fact of his being a paid servant of the Crown. You will not be surprised to hear, Mr. Editor, that Mr. Forth did not give the Governor the opportunity of asking the above significant question. Now, would it not be better to make this Council a purely deliberative one, without any power of voting at all, than to degrade our Crown officers to this degree of moral depravity? To promulgate an ukase embodying one's own ideas may be one of the greatest enjoyments of a Governor or of a Secretary of the Colonies; but to force a body of gentlemen to endorse, *nolens volens*, all such peculiar ideas is a something that looks very much akin to tyranny. If it were not so serious a matter, an eye-witness of the proceedings of the Legislative Council of Hong Kong might be excused some amount of hilarity at witnessing the swallowing capacity of the official members. No matter what the proposal of the Government may be, it is accepted with an avidity by these gentlemen that betokens long practice at bolting what, to men of tender conscience, would prove very hard chewing. It matters little what the object of the ordinance is—to levy a tax for building a lighthouse at Ceylon; to pay £20,000, £50,000, or £100,000 per annum military contribution to the Imperial Government; to turn shroffs and compradors into honest men; to legalise gambling and suppress vice in general throughout the island; to mint coin gratis; to flog Europeans in the market-place in order to increase the prestige of the race; to appropriate a card-load of dollars to erect public buildings with sand and water instead of mortar; to legalise prostitution, regulate immorality amongst the Chinese—it is read and passed with astonishing unanimity; the law officers of the Crown crossing the t's and dotting the i's, of course, to make the thing stand better in a court of law. The only difference observable in the swallowing capacity of this body of officers of the Crown is perhaps a somewhat readier and easier mode on the part of such as are heirs-at-law to high appointments—they possessing a slight advantage over actual incumbents. As far as the non-official members are concerned, it must be conceded that they are called upon, in no slight degree, to sacrifice upon the altar of patriotism; for, for a man to go up the hill to Government House on a hot summer's day and "assist" at one of these legislative farces, it is all that a European body and soul can endure in the climate of Hong Kong.

I feel pretty sure, Mr. Editor, that if our Hong Kong Association will turn their attention to the working of this legislative imposition in the colony, they will succeed in effecting some good. The question of how to reform the Constitution of the Council? is one that is, it is true, beset with difficulties; but still a certain measure of success is not hopeless. Another subject which I would urgently press upon the Association to take into consideration is the working of the Courts of Law, as I think an investigation into the ins and outs connected with those institutions would prove both instructive and profitable to the public at large.—I am, yours, &c.,

FERRIS.

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Continental Intelligence.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, March 14.

The Russian-American Company are to receive four millions of roubles as compensation for the loss of their sphere of operations by the sale of Russian-America to the United States. At the late meeting of the shareholders held at St. Petersburg they were so agreeably taken by surprise at this announcement that they immediately passed a resolution to present Senator Wrangel, one of their directors—to whom they are mainly indebted for the successful result of the long-pending negotiations with the Government—with six per cent. on the amount, making the comfortable sum of 240,000 roubles.

Two speculative Chinese merchants have arrived with a large quantity of tea suited for Russian consumption at Irbit, where the annual fair is now being held. As such an occurrence had never happened before it has made a great sensation, and the enterprising Celestials will probably repeat their experiment next year, as by the latest accounts they are selling their tea very freely.

Russian papers announce that the Mayor of Irkutzk, who rejoices in the euphonious patronymic of Katyschewjew, has generously made a present of the needful instruments] required for the meteorological station about to be erected in that city.

A letter from Nicolayefsk reports the loss of the schooner *Sachalin*, the only vessel belonging to that port, and which had earned large sums by freight seeking in those waters. She was wrecked on an island in the sea of Ochotzk, but the officers and crew were saved, having been picked up by a passing vessel.

The *Russian Invalide* publishes some particulars about the five young Japanese that have been now for three years inmates of the boarding academy of M. Zelowsky, at St. Petersburg. They have all made considerable progress in their studies, and can express themselves fluently in the Russian language; and they all exhibit great predilection for scientific attainments, so that next year they will be removed to institutions where they can prosecute their studies in a higher sphere. One has decided for the School of Mines, two for medicine and surgery, and the others for engineering and architecture. Each pupil, adds the report, pays M. Zelowsky 1,500 roubles annually. The eldest of them is twenty-two years old, and married, but he has left his wife at home.

Seven smooth-bore 68-pounders found in the Hanoverian battery at Stade formerly used to enforce the payment of the Stade dues levied on ships and cargoes passing up the Elbe, and destined for Hamburg and Altona, were sold last week by the Prussian Government at public auction. There being no competition they were knocked down for a mere song to a speculative local publican, who sent them up here and resold them with a a profit of 200 per cent. The last purchaser is about to ship them for sale in China.

COMMERCIAL.

In the transactions of the past week coffee has suddenly assumed the first place of importance, the sales having amounted to nearly 50,000 bags at higher rates, and prices close firm. The rice market continues steady. Of cassia lignea, 1,600 chests have been taken on speculation at 12½ sch. banco, since which the market is firmer, notwithstanding the arrival of two vessels from China direct with 4,500 chests. None is to be had under 12¾ sch. banco. A fair amount of business has been done in pepper at prices decidedly in favour of importers. Spelter is higher, though the sales of the week have been neither extensive nor numerous, and only the following transactions are reported: 500 centners in loco at 13 mks. 10 sch. banco; 1,000 do. special marks at 13 13; 2,000 do. for spring delivery at 13 10; and yesterday, 2,000 do. at 13 12. Discount 2 per cent.

SHIPPING.

ARRIVED.—Hong Kong, from Foochow; Vampyre, from Macao; Amoy, from Canton.

SAILED.—Antelope, to Canton; Looling, Juno, and Peter, for Nicolayefsk.

LOADING.—At Hamburgh, Candace, Gustav Adolf, for Singapore; Serafine, for Manila; Condor, Norma, Dioscuren, Chusan, for Hong Kong; Teazer, Unkel Braesig, for Shanghai; Albatross, for Nicolayefsk; R. C. Wylie, for Honoluiu.

ARRIVALS AT BREMERHAVEN.—Como, from Saigon (with 45,000 bags of rice). Peiho, from Hong Kong (1,750 chests cassia lignea). Moonlight, from Rangoon (14,200 bags of rice).

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 14.

The Parliamentary debate respecting the interpellation that was brought forward by Mr. Thorbecke to show that the frequent dissolution of the Chamber was unconstitutional and not in the interest of the country has not yet given a definitive result, notwithstanding the discussion lasted seven days. After the Ministry had tried in vain to have the debate suspended till the discussions of the Budget of Foreign Affairs, Mr. de Bosch Kemper brought forward a motion to close the debate, but this was rejected by thirty-nine against thirty-two votes. Then Mr. Blusse proposed the following resolution:—The House having heard the statements of the Ministers is of opinion that the country's interests did not require the last dissolution of the Chamber. A passionate discussion followed after the Ministers of the Interior and Foreign Affairs having stated that they would consider the adoption of this motion as a vote of want of confidence. The result of these discussions was that Mr. Pynappel proposed a motion to postpone the vote on the proposal of Mr. Blusse, in order to allow the Government to lay diplomatic correspondence on the table to justify his conduct in the Luxembourg question. The Liberal party of course approved of this proposal, notwithstanding every one is convinced that nothing can be said that has not already been published by the English, French, and Austrian Governments. As the Minister promised that he would bring forward this correspondence as soon as possible, it is more than probable that without much delay the now suspended discussions will be resumed, and that finally the Cabinet will be struck by a vote of want of confidence. From what was said during the prolix debate, we may infer that the Cabinet will not retreat from such a vote, but that it will be maintained by the King, who, perhaps, will issue for the third time a decree to dissolve the Chamber. The explanation for such strange behaviour is, as is generally thought, that Earl van Zuylen has settled the Luxembourg question (with which our country had nothing to do), to please the King, and that the King now pleases his minister by maintaining the anti-national Cabinet.

Baron Bentinck, our Ambassador at the Court of St. James, where he was accredited for more than sixteen years, died at London some days ago, at the age of seventy. His corpse was transferred to Holland, in order that it might be buried at Wyhe. It is said that Mr. Roest van Limburg, our Ambassador at the Court of Washington, will be appointed to fill this vacant place. In a former letter I told you that our actual Minister of Foreign Affairs was assigned for this dignity, but the *Arnhemsche Courant* said that this plan was rejected, because the British Court should have declared that this gentleman was not agreeable to it. Notwithstanding the Minister of the Interior declared in the Chamber that this communication was false, it is generally believed that something like that occurred.

At the re-election at Haarlem the Liberals were defeated, Mr. Knoorders, the Conservative candidate and anti-revolutionist, being duly elected. It was certainly very strange that this candidate was also recommended by the editor *in spe* of the *Java Bode*, Mr. Ch. Busken Huetz, who, notwithstanding he will become the editor of this Liberal E. I. paper, placed his name under an advertisement, being a warm recommendation of a Conservative. This fact shows the political conviction of this author, by whose scribbling I do not think that the Javanese will profit much.

Two important Bills were laid before the Chamber, viz, that to abolish the tithes, and that to reorganise the academical instruction. By the last Bill it is proposed to transfer the propædentical instruction to the gymnasia. Every town of more than 20,000 inhabitants will be obliged to maintain such a gymnasium, whilst in smaller communities progymnasia will be established. The academies at Leyden, Utrecht and Groningen will be maintained, and also all the faculties except the theological one; instead thereof one or more seminaries for the instruction of reverends for the Reformed Church will be subsidised, as well as those institutions in behalf of the other communities. The study at the academies is quite free and no duration of the cursus is fixed, but a final examination is required; it is, however, not necessary that the students should have studied at one of the academies, it being permitted to establish private establishments for academical instruction. A sum of 3,000f. will be allowed every year, to give opportunities to poor students, to make voyages on behalf of their studies. The students will only have to pay a sum of 200f. a year to the State, whilst the professors will receive from 2 500f. to 4 000f. a year. The reorganised academical instruction will now cost about 400,000f. a year. Only at the academy at Leyden instruction will be given in the Eastern literature, whilst the so-named India Institution at Leyden will be abrogated.

In a former letter I announced that Multatuli's "May Havelaar" should be published in the English language. The translator, Mr. Alphonse Nahuys, now announces in the *Spectator* that he will translate the English text into Dutch, because the translation was done from the original manuscript. The greatest differences between the English and Dutch editions are, that the names of the places are published in full, and also those of the regents.

The French Government has ordered a large quantity of breech-loaders to be manufactured at Maastricht by Mr. Stevens.

In Berlin will be published a *Indische Bibliothek*, by the editor Ludwig Dehnicke. Two numbers have been already published, viz., *Aus dem Indischen Leben*, by Dr. W. R. van Hoevell, and *Ostindische Damen und Herren*, by Dr. J. ten Brink. The translator is Mr. Wilhelm Berg, a pseudonym.

Mr. J. F. Lylker, M.P., has died at Winschoten. Amongst the candidates to fill this vacant seat is named Mr. Cremers, ex-Minister of Foreign Affairs.

Mr. L. E. W. Roorda van Eysinga has addressed himself for the sixth time to the Second Chamber, in order that he might be rehabilitated. It will be remembered that this gentleman was expelled from Java, because he had published in the *Java-bode* an article named "Solo en de residen Nieuwenhuyzen."

I regret to have to record the death of Professor Jan van der Hoeven, who died at Leyden at the age of 67 years.

The following members of the Second Chamber are elected as reporters on the India Budget for 1868: Messrs. Franssen van de Putte, van Bosse, Rocheissen, W. van Goltstein, and Fokker.

P.S. To day the Second Chamber will meet at 11 o'clock. The Minister of Foreign Affairs will then bring on the table the diplomatic correspondence about the Luxembourg question. A commission will be appointed to report thereon.

COMMERCIAL.

COFFEE.—The market has become less active than last week, in waiting for the auction of the Trading Company on the 18th, at which 71,890 b. will be offered. The good ordinary quality is valued at 35½ to 36c. The private transactions include 900 b. Java, ex Insulnide, 3,000 b. do. ex Nederland, 2.765 b. do. ex Tweelingen, 1,200 ex Nicot, 867 b. Java, ex Tweelinden, 872 b. ex Susanna, 344 b. do. ex Madura. The deliveries by the Trading Company included 87,927 b. since 1st January. The Company's stock amounts to 551,884 b., against 414,783 b. in 1867; and private stock 50,485 b.

RAW SUGAR.—The Trading Company announced its auction of 55,800 mats, which will be offered on the 19th. The valuation is ¼f. to ½f. under the November prices. The market is very firm, and the private transactions are very important. 241 mats Batavia, ex Johanna Maria, No. 13 were sold at 32f.; 110 mats Sourabaya No. 15 at 32f.; 1.412 mats Cheribon, ex Alhambra, at 1¼f. under Nov. prices; 802 mats Tagal, ex Wilberforce, No. 13 at 32½f.; 1,254 mats Sourabaya, ex Waterloo, No. 11⅞ at 32f.; 985 mats Cheribon, ex Nederland; 1,503 mats Sourabaya, ex Madura, No. 13 32¾f.; 913 do. floating per Waterloo No. 12½ 32½f.; 805 do. floating per ditto No. 11⅜, 32f.; 1,208 mats Cheribon, ex Eddystone, No. 12 at 32f.; 402 mats Passaroeang, ex Waterloo, No. 12½ 32½f.; 634 do. ex do.

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No. 11⅜ at 31½f.; 1,534 mats Cheribon, ex Jolar, No. 13½ at 32f.; 1,036 mats Passaroeang, ex Waterloo, No. 11½ at 1¼ under November prices.

RICE.—The 2,840 b. Java, ex Susanne, were sold at the following prices:—1,233 b. at 9¾f., 567 b. at 9¾f., 847 b. at 10¼f., and 193 b. at 18f. In Amsterdam 1,480 b. Java, ex Vesta, were sold.

SPICES.—Large quantities were delivered during the month of February, but this fact had no influence upon the market, which remains dull.

	Nutmegs.	Mace.	Cloves.	Cinnamon.
Stock on warrants	4,466 c.	631 c.	2,983 c.	569 m.
Stock unsold	1,566 c.	399 c.	——	——

TEA.—The result of the private auction, on which 1,393/4 ch. China, ex Yeavering Bell, from Foochow-foo (bought on 30th Oct. last), were offered, was that fine Kaisow Congou was sold at 80 to 81c., the finest Kaisow Congou at 86 to 98c. (27 lots were bought in), and the fine Souchong at 88c. 576/4 ch. Java offered in auction were sold as follows:—Trade mark Madjo Congou at 77c., Souchong at 76c.; trade mark Nangoeng Congou at 71 to 87c., Souchong at 108 to 110c.; Pecco 204 to 205c. On the 6th of March were sold in auction 265/4, 326/12, and 250/32 ch. China, trade mark P/R & C. For the superfine Kaisow Congou was paid 81 to 90c., and for the fine Kaisow Congou 74 to 87c. On the 12th of March were sold at Amsterdam 9,718/4, 124/8, and 641/12 ch. Java tea. The result was:—

			k.	Valuation.	Prices paid.
Boey... ...	487/4	—	— ...	50 to 80c. ...	61 to 90c.
Congo Boey...	420/4	—	— ...	60 „ 78 ...	75 „ 81
Congo ...	3568/4	—	2/12 ...	60 „ 110 ..	64 „ 145
Kempoey ...	151/4	—	— ...	110 „ — ...	93 „ 117
Souchon Boey	87/4	—	— ...	90 „ 100 ...	96 „ 116
Souchon ...	1668/4	—	184/12 ...	75 „ 110 ...	76 „ 118
Pecco Souchon	1551/4	—	46/12 ...	110 „ 160 ...	114 „ 198
Soepoey Pecco	208/4	—	— ...	100 „ 125 ...	111 „ 187
Pecco ...	771/4	—	1/12 ...	100 „ 190 ...	80 „ 221
Oranje Pecco	36/4	—	176/12 ...	80 „ 110 ...	109 „ 128
Tonkay ...	307/4	—	4/12 ...	50 „ 110 ...	61 „ 126
Schin... ...	166/4	—	3/12 ...	50 „ 75 ...	72 „ 86
Hysant ...	177/4	—	6/12 ...	80 „ 150 ...	72 „ 150
Uxim ...	30/4	19/8	51/12 ...	70 „ 160 ...	88 „ 168
Joosjees G.B.	63/4	68/8	161/12 ...	90 „ 200 ...	58 „ 176
Do. F.B.	28/4	37/8	7/12 ...	130 „ 210 ...	156 „ 180

115 lots were bought in. At the same auction were sold 36/8 chests Uxim E.C. from 62c. to 68c.

TOBACCO.—Java Leaves: The market is very inactive. On the 31st an auction is announced, at which 1,154 bags Java Tempeh, 886 bags P. K. Blitar, 259 bags M.D., 695 bags Mohamet.

RATTANS.—The Trading Company announces its auction on the 25th March, at which 70,500 bags will be offered. The valuation is from 7f. to 12f. On the same day 29,600 bags, ex Sydney Eggers, will be offered by private contract.

INDIGO.—The market remains very firm; 150 chests were taken at former prices. Only small quantities are offered.

SILK.—The Trading Company will offer at auction on the 26th inst. 458 b. Japan and 87 b. China. The valuation is, 181 b. Maibash, 35f. to 44f.; 190 b. Oshio, 26f. to 39f.; 38 b. Sodai, 32f. to 36f.; 31 b. Ida, 35f. to 40f.; 18 b. Aechezan, 25f. to 30f.; 87 b. China, 28f. to 32f.

BANCA TIN.—The market is very firm; not only were the deliveries during last month very important, but at the spring auction of the Trading Company only 51,100 slabs will be offered. Before this fact was known 1,200 slabs Banca were sold at 52¼f., and 250 slabs at 52½f.; but since was paid for 1,200 slabs Banca 53½f.; 700 do., 54½f. The price now is 54f., but a bidding of 53¾f. might be accepted. For Tin, to deliver after the auction, is paid from 54f. to 54½f.; 400 slabs Billiton, floating, per Eddystone, were sold at 52f., and 400 do. loco, at 51¾f. Stock on warrants 133,459 slabs, unsold stock 50,498 slabs, floating 11,000 slabs.

HIDES.—1,050 Padang Rinder, ex Mary Goddard, were sold, besides 1,307 Sourabaya PL; 1,613 do. SP; 2,000 Samarang D; 5,410 do. CC; 590 do. D. The market is very firm, with a good demand for export, but there is want of stock.

MISCELLANEOUS.—Cocoa-nut Oil: Prime Cochin was paid with 37½f.; Ceylon with 33½f. Sapanwood: The stock is very unimportant. Manzanilla wood may be had at 8½f. to 9½f. Cochineal: A lot Teneriffe Zaccatille is offered at 280 cents. Japan Camphor: The Trading Company announce that 2,522 tubs will be offered by auction on April 1. The transactions were very important, but the prices remained unaltered. The actual quotation is for Japan and China 82 to 83 cents. Cassia Lignia, 71 to 72 cents. Cassia Vera, 45 cents. Japan Wax was much in demand, but without stock. Arrack: 50 casks Batavia, ex Annie Storey, were sold. Mother-o'pearl shells: 14,000 number were put up to auction, but only one lot was sold, at 98½ cents.

MONEY AND STOCK MARKET.—The markets for public securities do not show any fresh feature. There is hardly any movement in the quotations, and the tendency generally is to steadiness. There is, however, no great amount of business. There are only some purchases of a speculative character. No alteration has been made in the rate of discount at the Bank, but there is only a very moderate demand. Dutch Two-and-a Half per Cents., 54; Three per Cents., 63½; Four per Cents., 84¼; Trading Company, 135¾; E. I. Company of Adm., 94¾; Netherlands India Trading Bank, 71; Netherlands India Railway Company, 45 per cent.

'CHANGE.—London, 3 mo., f.11.83; 2 mo., f.11.84½; short, f.11.89; Paris, 3 mo., f.46.95; 2 mo., f.47.2½; short, f.47.30; Antwerp, 3 mo., f.46.90; short, f.47.15; Hambro', 3 mo., f.34.90; short, f.35.10.

The town of Genemuiden (Overyssel) was nearly totally destroyed by fire yesterday. More than 100 houses have been burnt.

SHIPPING.

ARRIVALS.—March 5, at Texel, from Batavia, Waterloo; 6, at Brouwershaven, from Banjoewangie, Noord Brabant, Madura; 7, from Batavia, Columbine; at Texel, from Batavia, Alcyone, Nyverheid; 9, at Brouwershaven, from Macassar, Vrachtzoeker; from Banjoewangie, Antje; 9, at Texel, from Banjoewangie, Ridderkirk; 10, at Texel, from Tjilatjap, Presto, Helena; 12, at Brouwershaven, from Banjoewangie, Zuid Holland.

DEPARTURES.—March 10, from Brouwershaven, for Batavia, Noach.

PASSENGERS INWARD.—From Java, per Antje, Mrs. G. R. Schrok and five children; per Columbine, Mr. J. N. M. Baky; per Alcyone, Mrs. Keuchennis and child; per Nyverneid, Mr. Verheusden and child; per Noord Brabant, Mr. P. S. C. A. Courier dit Dubekart, B. M. E. Crevecoeur; per Vrachtzoeker, Mr. J. C. Samson.

PASSENGERS OUTWARD.—For Java per Iduna, Mr. Frederick Gerstacker.

READY TO SAIL.—For Java: Bilderdyk, Azia, Galilei, Jacoba Christina, Gerardina Wilhelmina, Eensgezindheid, Maria Veronica, Gouverneur de Rouville, Wilhelmina Henriette, Hermanus Isaac, Anna Lena, Antonia Hendrika Caroline, Eduard Marie, Mentor, Copernicus, Kortenaar, Minister Fransen van de Putte, Iduna, Haamstede, Hoek van Holland.

The Trading Company chartered the following twenty vessels to convey produce from India to the following harbours:—

For AMSTERDAM.—Cornelia, H. Croese; Stad Dockum, G. H. Timmermans; Maria Elise, T. D. van Deursen; Elisabeth, Y. Feenstra; Anna Digna, J. G. Lucas; Jacoba and Christina, D. Gaaff; Azia, C. A. Trappen; Minister Thorbecke, W. H. Kannegieter; President van Rijckevorsel, T. Vogelensang; Two Cornelissen, J. C. Kreije; Insulinde, J. H. J. Jollie.

For ROTTERDAM.—Brouwershaven, J. G. Wiebenga; Adriana Petronella, A. A. de Breuk; Kortenaer, M. Roovers; Bilderdijk, A. Victor; Noach, J. C. F. Looijen.

For DORDRECHT.—Dordrecht, J. Verhoeven; Hellevoetsluis, J. Rems.

For MIDDELBURG.—Catharina Maria, N. Nolet Czn.

For SCHIEDAM.—St. Jan, P. Lommerse.

THE PROPOSED DAILY MAIL TO INDIA.

(STANDARD.)

We have just seen the establishment of a weekly mail to India. How soon shall we have a daily one? To attain this object we must look to the "middle route," concerning which Mr. Hyde Clarke has been proluding before the Society of Arts. This route, as he observes, is not a rival to any existing line. It will not interfere with the Suez Canal, nor with the present land transit through Egypt. And it will do more than either in opening up countries now little frequented, and in giving an impulse to the commerce of the world. Moreover, it has this characteristic—that, above even the Suez Canal, it can claim to be a European undertaking. The lines of railway from London and the European capitals, constituting the great railway system, reach Basiash, on the Danube, near Belgrade, on the Turkish and Servian frontier. For the junctions with Constantinople a route of about five hundred miles, which will pass through Adrianople, has been granted by the Porte to a combination of English, Belgian, and Hungarian capitalists, represented by Messrs. Vander, Elst, and Co., and the works are to be begun at an early date at four different points. A bridge across the Bosphorus, between the Castles of Europe and Asia, has been projected by Mr. Maclean, late President of the Institution of Civil Engineers; and a plan for a similar work was also exhibited at the late Paris Exhibition by Herr Rappert, a distinguished Austrian engineer. The line from Constantinople and Scutari to Bagdad and Bussorah, a distance of fourteen or fifteen hundred miles, is granted by the Porte to a company represented by the Hon. Randolph Stewart, Mr. L. Greig, Messrs. Sharpe, Stewart, and Co., and Baron Winspeare. The route, which has to be decided on survey, has been roughly traced by Izmid, Kutahiah, Anoon Kara Hissah, Ak Serai, Yenishcher, Kaisarieh, Aleppo, the Euphrates Valley, Bagdad, and Bussorah, with a branch to Skanderoon, Seleucia, or Suedia. The guarantee of the Government is limited to five per cent. on £12,000 a kilometre, or £20,000 a mile. The special funds set apart are the postal subsidies and transport of mails, the Indian telegraph receipts, and one per cent. transport duties. From Bussorah mail steamers run to Bombay, but these afford acommodation only to the local trade between India, Bussorah, and Bagdad. Yet this is sufficient to justify the Government of India in maintaining the service.

The minimum receipts for the Constantinople and Bussorah Railway are estimated at £600,000. The question, says Mr. Clarke, is what England and India can afford to give as a postal subsidy, leaving the other mails as matters for subsequent arrangement. Taking this at £200,000, he calculates upon the great increase to the revenue which will result from the acceleration and more frequent transit of the mail. If this be taken at £100,000 it leaves only another £100,000 as the amount of effective subsidy, in substitution of other subsidies, to be divided between England and India, to be diminished by other mail receipts, and to be ultimately extinguished by the development of the railway system and the augmentation of the transit duties. Moreover, asks Mr. Clarke, will not France, Austria, and Hungary participate in this undertaking, from which each is to derive so much? It certainly appears inconsistent with the attitude of France that she should leave the prosecution of these works entirely to England. Looking to practicabilities, it is pointed out that, starting from Constantinople or Scutari, after coasting the Gulf of Ismid to the town of that name, a difficult country has to be approached. This, however, has been, in part, surveyed, and, in part, examined by British engineers, while the whole line from Scutari to Ismid and Eski Sheher has long since been carefully planned under the direction of the former concessionaire, Mr. James Landon. The passage of the Koolak Boghazi, the Syrian or Cilician Gates, the great pass through Taurus, will be the principal work on the line, and the one requiring most care and expense. But since the time when it was first considered, the execution of the railway passages over the Alps and the Ghauts have materially contributed to alleviate the responsibility of such an enterprise. From Aleppo onwards to Bagdad and Bussorah the route presents the usual features of a line in a great southern river valley. An estimate of a hundred miles for the Scutari and Ismid concessionaire gives from eight to ten thousand pounds per mile, but the country beyond is heavier. The estimate of the Euphrates Valley section is given at the same rates for eight hundred and fifty miles as those of the Scutari and Ismid. The total cost appears to be within the limits of £16,000,000 and £25,000,000. Probably, says Mr. Clarke, the capital may be taken at £20,000,000. The line, he adds, can be begun at several points simultaneously, and the question of labour can be solved by the

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operation of the railway companies in Turkey, where the English system has been organised. The earthworks and masonry will be executed by native labour as well as in Europe, and the line will be as well laid.

Of the political advantages of the line Mr. Clarke modestly says but little. There is no need, however, to show that facility of communication between countries increases their material prosperity, and gives them a common interest in the preservation of peace. And as regards commerce, the article of cotton alone is an important element in the calculation. There can be no doubt that on the line of fifteen hundred miles a great augmentation would be given to production and traffic if in the spring the agents of a few European houses were able to traverse the country without loss of time to arrange advances for sowing, and then, in the autumn, get in their produce from the growers, have it ginned by English gins, and be assured of its rapid transmission to their own warehouses at the ports of shipment. In India, as we know, the impulse of railway transit has caused an amount of production beyond the present means of railways to transport. Mr. Clarke, too, especially points out the advantages of the communication through Persia, not only commercially but politically, in reference of course to Russia. And summing up results, he points to the directness and rapidity of the route as combining the main essentials for postal and passenger purposes. Thus the single post to Bombay will be twelve days instead of twenty-two, and the return of post will, allowing for the intervals of mails, be in proportion, so that in a year there can be fifteen communications instead of seven. The transit to Calcutta may be calculated at sixteen days, to be reduced to thirteen days on the junction of the Indian Railways. The advantages to passengers are of a corresponding nature, for in case of need it will be possible to get to and from London and Bombay in a month. And in these calculations no account is taken of the ultimate completion of the railway system from Bussorah to India, nor of the Indus Valley Railways, which will further facilitate and shorten the communication with the Punjaub and North-West Provinces of India. When these objects are achieved the distance between London and Calcutta will be performed in from ten to twelve days, and ultimately, in all probability, in a shorter period.

Such are the main features of Mr. Clarke's project, which received the support of most of the speakers in the discussion to which it gave rise. Mr. Andrew, who has a rival scheme, was naturally more critical than the rest. It may be, as Mr. Andrew suggested, that Mr. Clarke's plan is applicable only to a time of peace; but the same objection applies generally to undertakings of the kind. And it may be that the question of where the money is to come from is not very easy to answer just now; but the money is certain not to be forthcoming at any time until the feasibility of the route is made tolerably certain; and this part of the question has, we think, been satisfactorily demonstrated. As Colonel Sykes, who was in the chair, remarked, there is no likelihood just now of getting the sinews of war from Government, either in England or India; a Turkey guarantee is not a very permanent source of reliance; and private enterprise is for the present out of the question. Nevertheless, it is something to know what are the capabilities of the business; and any scheme which shows a reasonable prospect of establishing a route to India, effecting a saving of fifty per cent. in point of time, is entitled to the serious attention both of the Government and the public.

Monetary and Commercial.

The biddings for £200,000 in bills on Calcutta and Madras were held as usual at the Bank of England. The amounts allotted were—to Calcutta, £185,000; and to Madras, £1,500. The *minimum* price was fixed at 1s. 11d. on both presidencies—an additional rise of 1 per cent.—and tenders at and above 1s. 11⅜d. will be allotted in full. No tenders on Bombay were invited. These bills were disposed of at a rate which is about equal to silver at the present price.

It is understood there is no authority whatever for a current report that the Council of India will discontinue their draughts on India.

The small amount of bar silver brought by the last West India steamer has been disposed of at 60⅞d. per oz., an advance of ⅜d. on the previous arrival, although large transactions have taken place for India in the interval at and even above this rate. The dollars by the French Mexican steamer just arrived have been sold at 59⅜d. per oz., showing a further slight advance on recent prices.

A further slight advance has been established in Hong Kong and Shanghai Bank shares.

A telegram from San Francisco, dated March 6, says:—"The sailing of the *Great Republic* for Hong Kong has been postponed on account of the non-arrival of the *Constitution* from Panama. The *Great Republic* carries a cargo valued at upwards of $100,000, and over a quarter of a million in treasure."

A Post-office notification just issued announces that in future letters for Canton, Swatow, Amoy, Foochow, Ningpo, or Nagasaki, may be registered, whether sent by British or French mails. The registration fee will be 4d. in addition to the usual postage, the same as on registered letters addressed to Hong Kong. Letters addressed to Shanghai or to Yokohama may also be registered for a fee of 4d. when sent by British mail, but when sent by French mail they must be prepaid 1s. 4d. per half-ounce, in addition to the ordinary postage, as at present.

The new arrangements for the Australian postal service seem to be regarded with general dissatisfaction, and the daily papers publish numerous letters of complaint and remonstrance from firms in the Australian trade, most of whom demand a return to the old system of a fixed day in each calendar month. The majority of the writers apparently fail to discern the impossibility of deranging the already complex system of India and China mails for the sake of a single monthly mail to and from Australia, while, if separated from the China line, the Australian service would require a separate steamer to itself between Galle and London—a manifest absurdity.

Mr. Thomas Baring, M.P., having resigned the chairmanship of Lloyd's, which he has held since 1830, a requisition signed by nearly the whole of the members of the room is about to be presented to Mr. Goschen, M.P., soliciting him to accept the office.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 21st inst., was in gold, to Alexandria, £4,000; to Madras, £1,484; in silver, to Bombay, £175,000; to Hong Kong, £1,100; to Shanghai, £16,785: total in gold, £5,484; in silver, £192,885.

The Tanjong Pagar Docks at Singapore seem to be doing well. Since the wharves came into full operation (in August last) there has been a very rapid increase in the number of vessel availing of them, and we are glad to note that nearly thirty outward bound vessels from Great Britain have arranged to use them for discharging. The utility of the establishment has been greatly increased by the opening of workshops fitted with new machinery, and the new graving dock will be ready for use very shortly.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Mar. 21.
£10	Agra Bank, A shares	All	10 to 11
10	Do. B do.	—	7 to 8
25	Bank of Egypt	All	33 to 35
20	Chartered Bank Ind., Aust., & China	All	17¼ to 18¼
25	Chartered Merc. of India and China	All	28¼ to 29⅛
20	City Bank	10	11¼ to 12¼
28¼	Hong Kong & Shanghai Bank	All	4 to 6 pm.
28¼	Do. Do. New Do.	5⅛	¼ to ½ pm.
50	London and County	20	52 to 53
50	London Joint Stock	15	31¼ to 32¼
100	London and Westminster	20	67 to 69
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	33 to 34
	Miscellaneous.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	110 to 112
—	Do. Do 1872	100	105 to 107
—	Do. Do. 1882-3	100	112 to 113
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	3 to 2 dis
10	Credit Foncier & Mobilier of England	All	2½ to 3 dis.
20	Egyptian Com. & Trading Company	6	5 to 4 dis.
10	General Credit & Discount Company	7½	2½ to 2¾ dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2 to 1½ dis.
50	P. and O. Steam Company	All	58 to 60
50	Do. Do. 1867	5	¼ to ½ pm.
10	Upper Assam Tea	All	4 to 5
100	West India Steam Company	60	64 to 66

EXPORT OF COTTON GOODS TO THE FAR EAST.

Mr. Sam Mendel's tables for the present month contain the following details of the quantities of Cotton Goods and Yarn exported from London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia Manila, and Ceylon during the month ended 16th March. 1868. The exports for the three months ended 16th March, compared with those for the corresponding periods of 1866, and 1867, are also given.

To Hong Kong and Whampoa.—For the month ended 16th March, 1868: Plain Cottons, 5,694,239; Coloured Cottons, 130,300; Printed Cottons, 144,400 yards; Cotton Yarn, 452,460 lbs.; total value of Cotton Goods, £123,331. For the three months ended 16th March, 1868: Plain Cottons, 17,375,420; Coloured Cottons, 478,125; Printed Cottons, 352,416 yards; Cotton Yarn, 1,526,810 lbs.; total value of Cotton Goods, £407,833. Increase in value for 1868 against 1867, £217,214. For the three months ended 16th March, 1867: Plain Cottons, 6,606,321; Coloured Cottons, 240,014; Printed Cottons, 184,732 yards; Cotton Yarn, 629,600 lbs.; total value of Cotton Goods, £190,619. For the three months ended 16th March, 1866: Plain Cottons, 10,628,062; Coloured Cottons, 1,149,194; Printed Cottons, 177,850 yards; Cotton Yarn, 1,070,320 lbs.; total value of Cotton Goods, £403,294.

To Shanghai.—For the month ended 16th March 1868: Plain Cottons, 14,837,535; Coloured Cottons, 374,013; Printed Cottons, 380,660 yards; Cotton Yarn, 53,000 lbs.; total value of Cotton Goods, £204,979. For the three months ended 16th March, 1868: Plain Cottons, 57,468,126; Coloured Cottons, 1,985,782; Printed Cottons, 1,478,716 yards; Cotton Yarn, 57,000 lbs.: total value of Cotton Goods, £931,881. Increase in value for 1868 against 1867, £446,433. For the three months ended 16th March, 1867: Plain Cottons, 17,253,361; Coloured Cottons,

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3,474,633; Printed Cottons, 1,569,322 yards; Cotton Yarn, 93,132 lbs.; total value of Cotton Goods, £485,398. For the three months ended 16th March, 1866: Plain Cottons, 21,351,555; Coloured Cottons, 1,699,404; Printed Cottons, 800,038 yards; Cotton Yarn, 5,000 lbs.; total value of Cotton Goods, £588,368.

To JAPAN.—For the month ended 16th March, 1868: Plain Cottons, 2,480,673; Coloured Cottons, 123,516; Printed Cottons, 7.918 yards; Cotton Yarn, 673,730 lbs.; total value of Cotton Goods, £86,518. For the three months ended 16th March, 1868: Plain Cottons, 9,840,217; Coloured Cottons, 702,186; Printed Cottons, 90,678 yards; Cotton Yarn, 1,957,829 lbs.; total value of Cotton Goods, £296,296. Increase in value for 1868 against 1867, £123,969. For the three months ended 16th March, 1867: Plain Cottons, 4,936,196; Coloured Cottons, 778,774; Printed Cottons, 275,950 yards; Cotton Yarn, 625,000 lbs.; total value of Cotton Goods, £172,327. For the three months ended 16th March, 1866: Plain Cottons, 10,610,616; Coloured Cottons, 955,844; Printed Cottons, 1,126,296 yards; Cotton Yarn, 738,500 lbs.; total value of Cotton Goods, £373,201.

To SINGAPORE AND PENANG.— For the month ended 16th March, 1868: Plain Cottons, 5,219,212; Coloured Cottons, 464,403; Printed Cottons, 219,900 yards; Cotton Yarn, 80,382 lbs.; total value of Cotton Goods, £96,831. For the three months ended 16th March, 1868: Plain Cottons, 17,161,198; Coloured Cottons, 1,463,125; Printed Cottons, 606,831 yards; Cotton Yarn, 475,951 lbs.; total value of Cotton Goods, £325,594. Decrease in value for 1868 against 1867, £198,894. For the three months ended 16th March, 1867: Plain Cottons, 18,243,075; Coloured Cottons, 3,150,319; Printed Cottons, 1,179,507 yards; Cotton Yarn, 618,180 lbs.; total value of Cotton Goods, £524,488. For the three months ended 16th March, 1866: Plain Cottons, 14,215,497; Coloured Cottons, 2,086,417; Printed Cottons, 736,441 yards; Cotton Yarn, 304,025 lbs.; total value of Cotton Goods, £448,035.

To BATAVIA.—For the month ended 16th March, 1868: Plain Cottons 1,535,934; Coloured Cottons, 428,116; Printed Cottons, 353,722 yards; Cotton Yarn, 22,400 lbs.; total value of Cotton Goods, £40,964. For the three months ended 16th March, 1868: Plain Cottons, 3,218,000; Coloured Cottons, 1,885,786; Printed Cottons, 1,586,315 yards; Cotton Yarn, 106,085 lbs.; total value of Cotton Goods, £133,858. Decrease in value for 1868 against 1867, £283.348. For the three months ended 16th March, 1867: Plain Cottons, 7,184,432; Coloured Cottons, 4,460,526; Printed Cottons, 5,463,092 yards; Cotton Yarn, 207,570 lbs.; total value of Cotton Goods, £407,206. For the three months ended 16th March, 1866: Plain Cottons, 6,861,389; Coloured Cottons, 3,020,862; Printed Cottons, 1,425,600 yards; Cotton Yarn, 148,410 lbs.; total value of Cotton Goods, £303,043.

To MANILA.—For the month ended 16th March, 1868: Plain Cottons, 2,348,469; Coloured Cottons, 1,312,951; Printed Cottons, 116,117 yards; Cotton Yarn, 43,400 lbs.; total value of Cotton Goods, £72,612. For the three months ended 16th March, 1868: Plain Cottons, 3,617,287; Coloured Cottons; 2,429,398; Printed Cottons, 207,565 yards; Cotton Yarn, 68,853 lbs.; total value of Cotton Goods £123,521. Decrease in value for 1868, against 1867, £77,155. For the three months ended 16th March, 1867: Plain Cottons, 4,387,838; Coloured Cottons, 3,426,844; Printed Cottons, 118,999 yards; Cotton Yarn, 39,789 lbs.; total value of Cotton Goods, £200,676. For the three months ended 16th March, 1866: Plain Cottons, 1,296,621; Coloured Cottons, 1,981,696; Printed Cottons, 3,720 yards; Cotton Yarn, 6,200 lbs.; total value of Cotton Goods, £92,003.

To CEYLON.—For the month ended 16th March, 1868: Plain Cottons, 2,426,508; Coloured Cottons, 20,400; Printed Cottons, 276,022 yards; Cotton Yarn, 65,400 lbs.; total value of Cotton Goods, £44,837. For the three months ended 16th March, 1868: Plain Cottons, 5,035,508; Coloured Cottons, 231,201; Printed Cottons, 402,691 yards; Cotton Yarn, 102,150 lbs.; total value of Cotton Goods, £94,798. Decrease in value for 1868 against 1867 £83,893. For the three months ended 16th March 1867: Plain Cottons, 5,883,387; Coloured Cottons, 597,352; Printed Cottons, 1,014.178 yards; Cotton Yarn, 16,500 lbs.; total value of Cotton Goods, £178,691. For the three months ended 16th March, 1866: Plain Cottons, 3,814,402; Coloured Cottons, 537,552; Printed Cottons, 1,357,056 yards; Cotton Yarn, 85,173 lbs.; total value of Cotton Goods, £163,842.

ARTICLES OF IMPORT.

TEA.—The market has remained much in the same state as advised in our last, with a limited business doing. There have been several arrivals, but many of the importers are firm holders. Foochow Congous: Siftings and broken leaf fully maintain late prices. Common and Amoy kinds have been sold at 1s. 1d. to 1s. 1½d. per lb.; fair at 1s. 1½d. to 1s. 2½d. per lb., but little of the latter class is now to be bought under 1s. 2d. per lb.; flavory has sold at 1s. 3d. to 1s. 4d. per lb. Souchongs are unaltered. Oolongs, of fresh import, have been sold at 1s. 1d. to 1s. 2d. per lb. for fair quality. Tayshan Congous: Fair have been sold at 1s. 4d. to 1s. 5d. per lb.; good at 1s. 6d. to 1s. 7d. per lb. Green teas: Abundant supplies out of the late arrivals have been on offer, and Ping Suey descriptions have been sold at a decline of 2d. per lb. for most grades, while in some cases a further concession has been necessary to effect sales. Moyunes have been better supported. The public sales on the 17th comprised only 5,196 packages, of which about 3,700 packages found buyers. The auctions passed without any feature of interest, very little Congou being brought forward. Several breaks of Foochow Scented Orange Pekoe sold at from 1s. 6½d. to 1s. 8½d. per lb.

	1868.		1867.
The United Kingdom Stock was on the 29th Feb. estimated at	87,750,000 lbs.	against	101,000,000 lbs.
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	14,064,100 lbs.	,,	4,523,500 lbs
Amount "on the water," including advices by the last mail	19,951,100 lbs.	,,	25,322,400 lbs.

SILK.—There has been an active demand for all descriptions at rising prices, China closing at an advance of 1s. for best qualities and 1s. 6d. to 2s. for common and middling, fine Bengal are 1s. higher, but common are in limited demand at previous rates.

COTTON.—The London market has been subject to considerable fluctuation since our last report, but the demand has been upon the whole well maintained, and a large business has been done. Quotations are about ¼d. to ⅜d. higher than those last given, and rule as follows. On the spot:—Tinnevelly, 8¼d. to 8¾d.; Western, 7¾d. to 8¾d.; Salem, 8¼d. to 8½d.; Coconada, 7¾d. to 7⅞d.; Broach, 9¼d.; Bengal, 7¼d. to 8¼d. For arrival:—Tinnevelly, October sailing to April shipment and ship named, at 8d. to 8⅜d., guaranteed good fair; Western, January to February sailing and ship named, at 7¾d. to 8d. guaranteed fair; Coconada, January sailing and ship named, at 7⅞d. to 7½d. guaranteed fair red; Bengal, February-March shipment and ship named, at 7¼d. to 7½d., guaranteed fair new; Oomrawuttee, January-February sailing, at 8⅛d. to 8⅜d., guaranteed fair new; Dhollera, ship named, 7⅞d. to 8¼d., guaranteed fair; Broach, ship named, at 8⅜d. guaranteed fair new; Sawginned, ditto, at 8¼d. to 8⅜d.; Mobile, ship named and January sailing, at 10½d.; Orleans, ship named, at 10¼d. to 10½d.

COFFEE.—The market for Plantation has shown a considerable improvement in tone, and good prices have been obtained for common and medium sorts, as well as for the few lots of fine. At auction 225 casks, 33 tierces, 24 barrels, 395 bags sold, triage at 32s., ordinary pale and gray 36s. to 44s. 6d., low middling dull 68s. to 69s. 6d., middling 72s. 6d., colory middling 74s. 6d. to 78s., good and fine middling 80s. to 89s., peaberry 81s. to 91s. Privately also business has been done on terms not previously obtainable, and 15 casks 2 barrels 810 bags Garblings were mostly sold at 5s. to 16s., a few lots 26s. 6d. to 32s. Prices of Native remain steady, with some disposition to buy good descriptions. By private contract about 60 casks, 300 bags have sold at 49s. to 52s. Of 77 casks in auction the greater part sold, good ordinary 48s., one lot 48s. 6d., 128 barrels, 57 bags, fine ordinary brownish 51s. to 52s.

COCOA NUT OIL.—An improved demand has been exhibited for Ceylon, and a fair amount of business has been done at £49 to £49 10s.

GALLS.—Quotations for China are 55s. to 56s., but the business has been unimportant. Of Japan about 200 cases have realised 52s.

GUMS.—Benjamin: Two cases Siam, firsts, were bought in at £24; Copal: of 113 cases common soft Manila offered, 25 cases sold at 27s. 6d. Damar: 50 cases Batavian were bought in, fine pale 90s., second quality 83s., 91 cases Singapore sold, middling with a small part rather dark at 75s. 6d. up to 77s., small pickings 62s. 6d. to 63s. 6d.

HEMP.—There has been a better demand for Manila, and about 3,000 bales have been sold on the spot at higher prices, fair to good roping at £48 10s. to £49 10s. also for arrival 300 bales January-February sailing at £48 for Sorsagon. In auction 2,159 bales have been offered, of which 1,194 bales were withdrawn, the remainder sold at steady prices, 270 bales sea damaged of fair roping, first class at £47, also 695 bales very common of the mark KC,D, sound at £43 10s. to £43 15s., first class sea damaged at £42 5s.

RICE.—The tone of the market has been more decidedly quiet than for some time past, with transactions of small amount on the spot, yet in prices no decided reduction can be quoted. Of 2,309 bags middling to good middling old hard white Bengal in auction the greater part sold at 13s. 9d., being rather cheaper, and privately 150 tons Soolie have been sold at 9s. 10½d. on the quay, 1,000 bags Ballam at 10s. to 10s. 3d., and 100 tons at 9s. 9d. ex ship, and 2,500 bags Rangoon at 12s. 3d. to 12s. 6d. For arrival 1,200 tons Dacca, January to March shipment have sold at 10s. 9d. to 11s., 100 tons white Bengal at 14s. 6d., 300 tons Ballam at 10s. 3d., and 50 tons at 10s. 4½d., all landed terms.

RHUBARB.—The market for China has been firm, and 140 chests were nearly all sold; good fair at 6s. 6d., good middling 4s. 3d. to 4s. 7d., middling 3s. 4d. to 3s. 8d., low middling 3s. to 3s. 1d., good ordinary 2s. 1d. to 2s. 4d., ordinary 1s. 8d. to 1s. 11d.

SUGAR.—Some desire to effect sales of the commoner qualities of Manila has been evinced, and the business done has maintained previous terms, but the better qualities of clayed have met more inquiry from exporters, and sellers are not readily found on previous terms. In auction 9,247 bags clayed Manila (duty 9s. 7d.) were sold at 29s. to 30s. 6d., and 10,225 bags Muscovado at 26s. 9d. By private contract, 13,600 bags clayed Manila, duty 9s. 7d., have been sold at 30s. 3d. to 30s. 6d., 3,000 bags, duty 8s., at 29s. 9d. No transactions are reported in Penang.

TIN.—A reduction of prices in Holland checked activity here, but the value of Straits has throughout been maintained at £91 10s. to £91 15s. Sales of Straits for arrival have been effected at £91 10s.

ARTICLES OF EXPORT.

The latest London quotations are as follows:—

IRON.—Welsh bars, £6 5s. to £6 10s.; Staffordshire bars, £7 5s. to £7 15s.; nail rods, £7 5s. to £7 12s. 6d.; hoops, £8 7s. 6d. to £9;; sheets, £9 10s. to £10; discount 2½ per cent.

COPPER.—Ore, 15s. per unit net; Spanish cake, £73 10s. to £75 per ton; Australian, £82 to £89; English tough, £77 to £80; best selected, £80 to £82; sheet sheathing, &c., £82 to £85; discount 3 per cent.

YELLOW METAL.—Sheets, 4 feet by four, 7d. to 7⅛d. per lb.; sheathing and rods, 7¼d. to 7½d.; discount 3 per cent.

LEAD.—Pig, W.B., £21 5s. per ton; do., other brands, £19 10s. to £19 15s.; Spanish, soft (ex ship), £19 to £19 5s.; sheet, £20 10s. to £20 15s.; shot (kegs extra), £22 10s. to £22 15s.; white do., £27 to £30; red do., £20 15s. to £21; discount 2½ per cent.

SPELTER.—Silesian, £20 7s. 6d. to £20 10s.; English (smelted from ores) £20 net.

QUICKSILVER.—In bottles of 75 lbs. each, £6 17s. per bottle; discount 3 per cent.

ZINC.—English sheet, £26 to £26 10s. per ton; discount 2½ per cent.

The following is from the circular of Messrs. French and Smith:—

The market generally is scarcely so active. The iron masters are a little better employed. Copper is a little easier, owing in some measure to the advices of heavy shipments of bars by last mail from Chili. Tin: Foreign is very firm at quotations, and as the price of Cornish ores is £2 per ton higher, and stocks here are light, we may look for a very firm

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market on spot. Tin plates very firm. Lead is also very firm, although some second-hand parcels have for the moment checked further advance. Spelter unchanged.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar. 5	Cleveland	Duncan	Foochow	London.
Jan. 16	Sun Lee	Dahl	Hong Kong	Buenos Ayres.
Mar. 5	Finzel	Hicks	Foochow	Deal.
Feb. 10	Tamatave	Bernard	Macao	Mariel.
— 22	Meteor	oscher	Foochow	Boston.
— 22	Thos. Browne	Jackson	Do.	Do.
Mar. 5	Waterloo	Abrahamss	Batavia	Texel.
— 9	Cornwallis	Vaile	Rangoon	London.
— 9	Fortuna	—	Manila	Deal.
— 9	Luchow	Ulrichs	Saigon, for Hamburg	Falmouth.
— 6	Prince Waldemar	Jaques	Akyab	Waterford.
— 10	Ile and Vilaine	Bourigaon	Manila	Havre.
— 7	Java	Changeur	Singapore	Bordeaux.
Feb. 19	Antifer	Caillet	Macao	Havana.
— 26	Sooloo	Hutchinson	Manila	Boston.
Mar 10	Corea	Carr	Canton, &c.	London.
— 8	Vrachtzoeker	Vellenga	Macassar, for Rottdm.	Off Folkestone.
— 11	Belle	Elcoate	Foochow	London.
— 10	Minnie	Black	Shanghai	Deal.
— 9	Oscar Vidal	Benz	Hg. Kg., for Hambg.	Falmouth.
— 8	Nyverheid	Schaap	Batavia	Texel.
— 8	Alcyone	Kruisinga	Do.	Do.
— 6	Noord Brabant	Rademaker	Banjoewangie	Brouwershaven.
— 6	Madura	Kerkoff	Do.	Do.
— 8	Columbine	Malbrane	Batavia	Do.
— 7	Vampyr	Noelke	Macao	Cuxhaven.
— 9	Antje	Hoog	Banjoewangie	Brouwershaven.
— 11	Unicorn	Horn	Trincomalee, &c.	London.
— 12	Auburn	Gould	Macao, &c.	Do.
— 11	Alvington	Adams	Penang	Off Salcombe.
— 9	Ridderkerk	Bunk	Banjoewangie	Texel.
— 10	Presto	Teekes	Tjilatjap	Do.
— 10	Helena	Dil	Do.	Do.
— 10	Koffyboom	Galen	Batavia	Brouwershaven.
Feb. 27	Ousuri	Patten	Shanghai	New York.
— 27	Warren Hastings	Perry	Foochow	Do.
— 28	Resolute	—	Shanghai	Do.
— 28	Burnside	Prendergast	Do.	Do.
Mar 13	Hotspur	Corrigall	Foochow	London.
— 8	Margarita	Olona	Manila	Cadiz.
— 12	Zuid Holland	Jenmerzeel	Banjoewangie	Brouwershaven.
— 15	Cotherstone	—	Manila	Queenstown.
— 15	Norwood	Bristow	Colombo	Downs.
— 15	Elizabeth Nicholson	—	Foochow	London.
— 15	John Lidgett	—	Shanghai	Do.
— 15	Louisa	—	Ceylon	Portsmouth.
— 15	Helenslee	—	Rangoon	Falmouth.
— 15	Svea	Brodin	Java	Falmouth.
— 16	Laurel	Norris	Foochow	Deal.
— 16	Lobelia	Hullman	Saigon, for Bremen	Off Falmouth.
— 3	N. B. Palmer	Steele	Hong Kong	Off New York.
— 6	Catherine	Doble	Singapore	Boston.
— 17	Napoleon (ship)	Gillespie	Manila, &c.	Deal.
— 14	Besteveer	Rosier	Batavia	Texel.
— 14	Imperatrice Eugenie	Bernard	Penang	Bordeaux.
— 17	Zenith	—	Ceylon	Deal.
— 17	Fortuna (barque)	Morley	Manila	Do.*
— 17	Horsa	Smerdon	Colombo	Do.
— 17	Skimmer of the Waves	Gooch	Do.	Do.
— 17	Teviot	Wheelan	Do.	Do.
— 16	Mephista	Prelm	Macao, for Bremen	Falmouth.
— 16	Tusco	Jessen	Saigon	Do.
— 17	British Banner	Whiteman	Batavia	
— 14	Susanna Elisabeth	Heid	Do.	Zierikzee.
— 18	Rothwell Castle	Thyne	Singapore	Liverpool.
— 13	Concepcion	Tuton	Manila	Cadiz.
— 19	Sir George Grey	Dennis	Ceylon	Deal.
— 17	County of Argyle	Mclean	Sourabaya, for Rottm.	Off Dungeness.
— 17	Alice Walton	Small	Rangoon	Liverpool.
— 6	Etha Rickmers	Davidson	Shanghai	New York.
— 6	Archos	Hopkins	Amoy	Do.
— —	Saludin	Rankin	Bassein	Cowes.
— 20	Medway	Grieves	Colombo &c.	London.
— 18	Diadem	Potts	Rangoon	Queenstown.
— 18	Vriendschap	Bruggen	Banjoewangie	Brouwershaven.
— 18	Kosmopoliet I.	Groot	Batavia	Do.
— 6	Cleta	—	Hong Kong	New York.
— 16	Havfruen	Sorensen	Manila	Off Elsinore.
— 21	Conrad	Morgan	Japan	London.

* Not on the 9th as before reported.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar. 5	Queen of the Age	Clyma	Yokohama & Nagasaki	London.
— 6	Meridian	Service	Singapore	Do.
— 5	Boldon Lawn	Hopper	Colombo & Trincomlee	Do.
Feb. 29	Berdinka	—	Galle	Sunderland.
Jan. 2.	Rose	Davis	Do.	Monte Video.
Mar. 9	Hudson	Vaughan	Cardiff and Galle	London.
— 9	A. H. Willie	Harverken	Cardiff and Singapore	Do.
—	Pera	—	Shanghai	Hamburg.
— 7	Grenadier	Sanders	Yokohama	Liverpool.
— 7	Goodell	Crockett	Do.	Do.
— 7	S. Van Heel	v. Minchen	Java	Sunderland.
— 8	J. W. A. Lorentzen	Campbell	Singapore	Cardiff.
— 9	County of Stirling	Battersby	Batavia & Sourabaya	Glasgow.
— 11	Douglas Castle	McRitchie	Shanghai	London.
— 10	Ocean Empress	McDonald	Do.	Cardiff.
— 10	Diamond	Rose	Hong Kong	Do.
— 12	Gaucho	Stooke	Yokohama	London.
— 10	Topgallant	Smith	Shanghai	Penarth Dock.
— 10	Mary	Ballon	Hong Kong	Sunderland.
— 10	Hope	Thompson	Galle	Do.
— 3	Jubilee	Kerr	Hong Kong	London.
— 13	Medina	Le Feuvre	Shanghai	Do.
—	Bunker Hill	Davies	Hong Kong	Liverpool.
— 9	Queen of the Sea	Tomlinson	Ceylon	Do.
— 11	Herrington	Myles	Galle	Sunderland.
— 7	Haworth Castle	Linklater	Do.	Do.
— 9	St. Charles	Jaffrain	Saigon	Toulon.
— 13	Western Empire	Blanchard	Shanghai	Penarth Dock.
— 14	Evangeline	Bell	Yokohama	Sunderland.
— 12	Hope	Thomson	Galle	Do.
— 15	Frank Marion	Lynch	Yokohama	Cardiff.
— 15	Camilla	Humphrey	Hong Kong	Do.
— 16	Arlington	Barlett	Shanghai	Do.
—	Antelope	—	Do.	Hamburg.
— 14	Queen Bee	Stewart	Galle	Greenock.
— 18	Silver Cloud	Carr	Colombo	London.
— 18	Prudhoe	Watson	Shanghai	Do.
— 6	Parejero	Morrish	Hong Kong	Liverpool.
— 19	Ironside	Vaux	Do.	London.
— 14	Tarquin	Ovenstone	Galle	Shields.
— 18	Janet Ferguson	Ritchie	Shanghai	Liverpool.
— 18	Amacree	Hamilton	Galle	Do.
—	Dordrecht	—	Batavia	Helvoet.
— 17	Victoria	Maret	Shanghai	Antwerp.
— 17	Juliana	Gastanagar	Manila & Yloilo	Glasgow.
— 18	Willy	Graffunder	Hong Kong	Plymouth.
—	Joliba	Simpson	Singapore	Tyne.
— 18	Charger	Lester	Shanghai	Liverpool.
— 19	Syringa	Hick	Singapore	Sunderland.
— 19	Anne Florence	Hansen	Do.	Do.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Laurel. For Yokohama and Nagasaki: Isles of the South. For Shanghai: Georges, Juanpore, Sir Harry Parkes, Weymouth, Rollo, Lauderdale. For Hong Kong and Foochow: Havelock. For Hong Kong: Invincible, Chetah, Corea, Princess of Wales, Finzel. For Singapore: Dewa Gungadhur, La Plata, Carl Wilhelm. For Penang: Lord Nelson. For Colombo: Silver Craig, Fort Regent, Teviot.

At LIVERPOOL.—For Shanghai: Wm. Turner. For Hong Kong and Canton: Bella. For Hong Kong: Veronica. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai, Diemed (s.). For Singapore: Iron Queen, Eastern Chief, Gladiateur. For Manila: Trinidad. For Batavia and Sourabaya: Joutsen.

At GLASGOW.—For Hong Kong: Peru. For Macassar: Nantik. For Singapore: Omba. For Penang: Mary Falconer. For Batavia and Sourabaya: Columba.

SPOKEN.

ATLANTIC (Oldenb. brig), Hong Kong to New York, Feb. 4, 3 S., 20 W.
CADUCEUS, Manila to New York, Jan. 29, 15 S., 10 W.
ASTARTE, Colombo to London, Jan. 25, 21 S., 2 E.
SALOME, Shanghai to New York, Jan. 12, 35 S., 26 E.
IONE, Colombo to New York, Jan. 5, 30 S., 41 E.
F. W. C., Java to Amsterdam, Jan. 28, 11 S., 11 W.
ELLEN SIMSON, Macao to London, Jan. 30, 10 S., 15 W.
DURHAM (ship), London to Shanghai, Dec. 14, 14 S., 118 E.
BRITISH BANNER, Batavia to Falmouth, Jan. 27, 4 S., 18 W.
SUMATRA (of Palermo), Sumatra to Gibraltar, Jan. 29, 3 S., 19 W.
CHUSAN, London to Hong Kong, Jan. 30, 7 N., 25 W.
PANIC, Singapore to Liverpool, Jan. 18, 30 S., 10 E.
CAROLINE ELIZABETH, Rotterdam to Batavia, Feb. 7, 1 N., 23 W.
PRECIOSA (Brem. barq.), for Shanghai, 5 N., 24 W.
ENSIGN, Shanghai to New York, Jan. 9, off Cape of Good Hope.
HANOVER, Bankok to Lisbon, off the Second Point of Banka Straits.
ELISE, from Saigon.
WILD GAZELLE, Shanghai to New York, Jan. 15, 35 S., 20 E.
AGILE (French ship), for Singapore.
GUSTAVE (Prus. brig), Newport to Hong Kong, Oct. 21, 17 N., 26 W.
MAULMAIN, Hong Kong to London, Jan. 15, 5 N., 17 W.
FREDERICK WILHELM, Newport to Hong Kong, Jan. 28, 5 N., 21 W.
ARGO, Rotterdam to Batavia, Jan. 29, 3 N., 26 W.
KESTREL (barque), Bankok to Hamburg, Jan. 28.
EDDYSTONE, Padang to Amsterdam, Jan. 6, 19 S., 82 E.
RAINBOW, Padang to Boston, Jan. 27, off the Cape of Good Hope.
JOHANNES LODEWYK, Sourabaya to Amsterdam, Feb. 1, 25 S., 6 E.
TELENAK (Dut. ship), Batavia to Rotterdam, Jan. 20, off Cape Agulhas.
DOESBORG, Macassar to Amsterdam, Feb. 10, 5 N., 23 W.
GLENCLUNE, Clyde to Samarang, Feb. 22, 37 N., 14 W.
PAULINA, Hong Kong to Falmouth, Dec. 29, lat. 35, lon. 18.
WM. POELMAN, Rotterdam to Batavia, 26 days out, 5 S., 28 W.
MARIA, of and from Hamburg, for Shanghai, Nov. 9, 36 N., 18 W.
ADRIANA PETRONELLA, Liverpool to Hong Kong, Feb. 9, 3 N., 24 W.
MADURA, Shanghai to New York, Feb. 8, 8 N., 24 W.
SULTAN, Shields to Hong Kong, Dec. 10.
HERMINE MARIE ELIZABETH, Amsterdam to Japan, Feb. 7, 1 N., 24 W.
BRIERLEY HILL, Colombo to London, Jan. 6, 27 S., 58 E.
IDALIA, Manila to London, Feb. 3, 11 S., 12 W.
HELENA DORMER, Bangkok to Falmouth, Feb. 22, 7 N., 24 W.
PETTINO (?), (ship), Amoy to New York, Feb. 25, 38 N., 73 W.
PANIC (bq.), Singapore to London, Feb. 17, 5 N., 26 W.
AMIRAL PROTET (D. bg.), Macassar to Amtdm., March 10, 46 N., 15 W.
JUNGFRAU (bq.), London to Japan, Feb. 11, 8 S., 28 W.
SIR THOMAS GRESHAM (bq.), Samarang to Rtdm., March 7, 38 N., 39 W.
ELIZABETH HOLDERNESS, Cardiff to Shanghai, March 7, 41 N., 11 W.
SARAH MARCH (ship), Cardiff to Shanghai, Jan. 3, in the Gillols passage.
ABOYNE, London to Colomo, Feb. 7, 3 N., 21 W.
A SPANISH SHIP, Manila to Cadiz, Feb. 9, 5 N., 21 W.
SINDBAD, Sourabaya to Amsterdam, Feb. 13, 7 N., 22 W.
SWANLEY (barq.), Japan to New York, Jan. 26, 18 S., 4 W.
STAD DELFT, Batavia to Rotterdam, Feb. 10, 1 N., 24 W.
INDIA (ship), Colombo to London, Feb. 16, 7 N., 28 W.
ADRIAN (ship), Foochow to London, Jan. 17, 34 days out, 30 S., 11 E.
PARMENIO, London to Japan, Feb. 7, 2 N., 21 W.
ORIAL (?), Foochow to London, Jan. 28, 14 S.
MARIA, Sourabaya to Amsterdam, March 5, 38 N., 34 W.
ASHBURTON, Manila to New York, Jan. 5, 35 S., 20 E.

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FREIGHTS AND CHARTERS.

In berth freights to the Eastern ports there is but little alteration, although the arrivals of late have been rather numerous. Coal freights from the Northern outports remain firm at the undermentioned quotations:—

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight, 40s. and 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 50s. weight, 45s. meast. To Cheefoo: 60s. weight or meast. To Hong Kong: 50s. weight, 35s. meast. To Amoy: 60s. weight, 50s. meast. To Manila: 50s. weight, 55s. meast. To Singapore: 30s. weight, 35s. meast. To Penang: 35s. weight, 40s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Chefoo: £53. For Shanghai: £53. For Hong Kong: £44. For Saigon: £50. For Singapore: £35. For Batavia: £32. For Colombo, £33. For Galle, £36. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 10s. For Shanghai: £2 10s. For Chefoo, £2 12s. 6d. For Hong Kong, £2 2s. 6d. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 13s. For Batavia, £1 10s. For Galle, £1 4s. For Colombo, £1 8s.

The Admiralty have invited tenders for the conveyance of 183 tons navy provisions, &c., 12 tons, weight, cement and nipping gear, 5 tons, weight, blocks of asphalte, from the Thames to Hong Kong.

MISCELLANEOUS.

At ST. HELENA.—Feb. 4, Ercilla, Vicente, from Manila, and sailed 5 for Queenstown; 6, Dageraad, Duinker, from Banjoewangie, and sailed for Rotterdam; Ymuiden, Jong, from Batavia, and sailed 7 for Amsterdam; 7, Zeelandia, Botesz, from Batavia, and sailed 8 for Middleburgh; 8, Benvoirlich, Jenkins, from Padang, and sailed for New York; Noranside, Deas, from Zebu, and sailed for London; Oceaan, Smit, from Banjoewangie, and sailed 10 for Amsterdam; 12, Hendrik Ido Ambacht, Byl, from Banjoewangie, and sailed for Rotterdam; Jan. 23, Anne Longton, Harling, from Manila, and sailed 25 for London; 24, Banian, Chase, from Amoy, and sailed 25 for New York.

Advices from St. Helena, dated Feb. 12, state that the Majestic, of Glasgow, Robertson, from the Clyde to Batavia, which vessel put in there very leaky. August 4, was advertised to be sold on Feb. 20.

Off St. HELENA.—Feb. 6, Feronia, from Foochow.

At TABLE BAY.—Jan. 26, Thomas Mitchell, Shuell, from Colombo, and sailed 28 for London; 27, Alexander, Dempster, from Sunderland, and sailed 28 for Shanghai.

At SIMON'S BAY.—Jan. 28, Annie Lee, Holman, sailed for Colombo; 30, Corinne, Ochiltree, sailed for Ceylon; Beaufort, Banks, sailed for Colombo; 31, Queen of Devon, Guswell, sailed for Colombo.

At ALGOA BAY.—Jan. 29, Silver Cloud, Challis, from Manila.

At Callao, Jan. 29, Uncowah, Rosciano, from Macao; 30, Britannia, Smith, from Galle, and sailed Feb. 4 for Chinchas; Feb. 2, Pedro I., Julle, from Macao.

At MAURITIUS.—Jan. 9, Carmeline, from Macao; 26, Sultana, Paxton, from Singapore; Bien Hoa, Leveque, from Saigon; 30, St. Magnus, Walsh, from Colombo; 31, Lucie and Oriental, both from Saigon; Feb. 6, Tamar (s.s.), Sullivan, from Algo Bay, and left 8 for China; 14, Westborough, Skerry, sailed for Colombo; 16, Sea Star, Varey, from Sarawak, with damage.

The Gabrielle Alice, Lancelot, from Saigon for Bordeaux, which put into Mauritius, Nov. 16, leaky, and had to discharge and repair there, sailed Jan. 30, for Bordeaux.

The Arbutus, Turnbull, from Padang to New York, which put into Mauritius, Jan. 11, with damage, sailed Feb. 17 for New York.

The Ophelia, Toenjes, which sailed from Hong Kong for Callao May 27, has been posted at Lloyd's as not having since been heard of.

CASUALTIES.

The Sea Star (ship), Varey, from Sarawak to London, put into Mauritius Feb. 16 for repairs, having encountered a hurricane on the 2nd and 3rd about 900 miles E. of Mauritius, during which she was thrown on her beam ends, and lost sails, spars, bulwarks, stanchions, &c. Another account states that she had 5½ feet of water in her hold, and had thrown part of her cargo overboard.

The Diana (Oldenburgh barque), from Saigon to Falmouth, has been reported as lost on the coast of Java; crew saved.

The Chalmers, Phillips, which sailed from Sunderland Feb. 29 for Galle put back March 16 to Deal, where she had previously been supplied with two anchors and chains in lieu of others lost.

The Pegasus, Jackson, from London, Feb. 25, for Shanghai, which put back to Deal March 2, arrived at Portsmouth March 7, with master sick; she sailed thence on the 18th with a new master (Mackey), but on the 19th she again put back to Portsmouth, crew refusing to proceed.

The Como, Dewar, from Saigon to Bremen, got on shore on Binkama's Hof, but was assisted off by two steamers, and arrived at Bremen March 5.

Advices from Kolu, Osaka, dated Jan. 5, state that it was reported there that a French barque, bound to Yokohama, from Havre, had been lost a few miles from the entrance.

The Cymbeline, de Faye, which sailed from London March 4, for Tientsin and Chefoo, has anchored in the Downs, having been in collision with the Eden (barque), of Sunderland; and sustained some damage.

The Thomas Mitchell, Shuell, from Colombo, put into Table Bay, Jan. 26, to stop a leak.

The S. van Heel (ship), of Alblasserdam, Munchen, from Shields to Batavia, with coals, struck the pier at Ramsgate, March 13, in consequence of the tow line breaking, causing her to go aground outside the harbour; she was got off on the 14th, and brought into the harbour, after having jettisoned about 100 tons coals. She had previously been supplied at Deal with an anchor and 105 fathoms of chains, in lieu of others lost.

TANJONG PAGAR DOCK COMPANY,

LIMITED,

SINGAPORE.

Vessels loading outwards, March, 1868:—

In London, "Dewa Gungadhur," "Carl Wilhelm," "Minnie."
In Liverpool, "Iron Queen, Eastern Chief."
In Glasgow, "Omba."

The increasing demand for accommodation at the Company's wharves is shown by the following figures:—

Registered tonnage alongside in the respective months of 1867.

January	7,577 tons	August	10,671 tons
February	9,493 ,,	September	12,160 ,,
March	7,852 ,,	October	11,327 ,,
April	7,363 ,,	November	14,966 ,,
May	8,919 ,,		
June	10,667 ,,		111,527 tons
July	10,532 ,,		

The wharves came into full operation in August last, since when the following vessels loading general cargoes for Singapore from Great Britain have guaranteed discharge at Tanjong Pagar:—

London.	Liverpool.	Glasgow.
Eastern Star.	Harvest Home.	Kate Carnie.
James Paton.	Prince Arthur.	Annie Main.
Alphington.	Ajax (s.s.)	Kinfauns Castle.
Doon.	Panuco.	Huntly Castle.
Belle of Southesk.	Mosstrooper.	Edinburgh Castle.
Ocean Belle.	Agamemnon (s.s.)	Lochlevin Castle.
Dewa Gungadhur.	Mary Nicholson.	Omba.
Carl Wilhelm.	Achilles (s. s.)	
Minnie.	Iron Queen.	
	Eastern Chief.	
	Diomed (s. s.)	

The new Graving Dock will be shortly ready for occupation—length, 450 feet; width of entrance, 65 feet; depth of water on sill at spring tides, 20 feet.

Workshops fitted with new and entensive machinery are now open; repairs necessary for ships or steamers can be promptly executed.

Copies of the Company's tariff, and any other information required, may be had of the London Agents,

MACTAGGART, TIDMAN, AND Co., 34, Great St. Helen's, E.C.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

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Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1868.

COMPTOIR D'ESCOMPTE DE PARIS

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Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital ...	...	80,000,000 ...	£3,200,000
Capital paid up ...	...	60,000,000 ...	£2,400,000
Do. Mar. 15, 1868		10,000,000 ...	£400,000
Do. Sept. 15, 1868		10,000,000 ...	£400,000
Reserved Fund ...	...	20,000,000 ...	£800,000

HEAD OFFICE.—14 Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shangha Hong Kong, Saigon (Cochin-China), Bourbon (Reunion.)

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SUB-MANAGER.—Theod. Dromel.

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Foochow	Manila	Calcutta
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ASHTON and CO., Agents, Hatton-court, Threadneedle-street.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

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THE ORDINANCE of INCORPORATION having received the Royal assent, a London Register of Shares has now been established, and shareholders in the company desirous of having their shares transferred from the Hong Kong Register, can do so upon application at this office.

Certificates for shares so transferred will be granted in exchange for the original certificates, the conversion being effected from dollars into sterling at the rate of 4s. 6d. per doll

The Ordinance, Deed of Settlement, and London Register of Shareholders can be inspected by shareholders at this office on application to the manager.

Purchasers of shares can have their transfers registered at this office, and also obtain new share certificates in lieu of those surrendered by the transferrer.

Forms of transfer (according to the Ordinance of Incorporation and Deed of Settlement) can be obtained on application at this office.

Dividends on shares on the London Register will be paid in London, in sterling, at the rate of exchange for Bank bills at sight by the mail leaving Hong Kong after the declaration of each half-yearly dividend.

The transfer books for shares on the London Register will be closed for fifteen days previous to the 25th day of June and 25th day of December in each year.

By order of the Court of Directors,
W. H. VACHER, Manager.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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1ST CLASS MEDAL EXHIBITION LONDRES 1851

COMMISSION ARTICLES SPECIALLY RECOMMENDED EXPORTATION

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
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CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
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COLD CREAM, AU LOTUS DE LYBIE, to soften and refresh the skin.
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CONCENTRATED EAU DE COLOGNE for the toilet.

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SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE.

SOAP, TOOTH-PASTE AND ELIXIR, POMADE, CREAM FOR THE COMPLEXION AND SKIN, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world

FURNITURE FOR INDIA, CHINA, &c.

HEAL AND SON

MANUFACTURE, ESPECIALLY FOR EXTREME CLIMATES,

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Entirely free from Veneer. A large general assortment always on view.

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In the choicest Designs. 2,500 Bedsteads kept in Stock.

HEAL & SON'S PATENT HORSEHAIR MATTRESS

prevents the material from felting into a mass, as is the case in all ordinary Mattresses. The Patent Mattresses are made of the very best Horsehair, are thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

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Bedsteads and Bedroom Furniture, designed for INDIA and the EAST, SENT POST FREE TO EVERY PART OF THE WORLD.

HEAL & SON, Bedstead, Bedding, and Bedroom Furniture Manufacturer 196, 197, 198, Tottenham-court-road, London, W.

BISHOP'S
GRANULAR
EFFERVESCENT CITRATE OF MAGNESIA,
INVENTED, INTRODUCED, AND PREPARED BY
ALFRED BISHOP, Manufacturing Chemist,
17 & 18, SPECK'S FIELD'S, MILE END NEW TOWN, LONDON.

THIS perfectly white and delicately clean granulated preparation possesses remarkable effervescent qualities, which far surpasses the ordinary Seidlitz Powder in its cooling, refreshing, and mild aperient properties, as well as in its flavour as a saline draught. It is particularly well adapted for women and young children, on account of its most agreeable flavour and mild effect.

N.B. The genuine has the name BISHOP upon the Bottle, also the Name and Trade Mark upon the Label, and is sold in convenient sizes, and secured in so perfect a manner that it may be shipped with safety to any part of the world.

Manufacturer also of Granulated and Effervescent Carbonate of Iron, Citrate of Iron, Citrate of Quinine, Citrate of Quinine and Iron, Carbonate of Lithia in Tubes, Citrate of Lithia, Vichy Salt, Seidlitz Mixture, and all other Granulated Preparations.

IN CHANCERY.—CAUTION.—BISHOP'S GRANULAR EFFERVESCENT CITRATE OF MAGNESIA.—Mr. Bishop, having discovered that the Label which he has used for the last five years was being imitated, recently applied to the COURT OF CHANCERY for an INJUNCTION to restrain such imitation. The injunction was immediately granted, and the defendant was ordered to pay all Mr. Bishop's costs and destroy the labels complained of.

Mr. Bishop is determined to stop the imitation of his label, and will, without notice or delay, take proceedings in Chancery against any person who may copy or colourably imitate the same.

GEORGE FRED. WEST'S POPULAR MUSIC for the PIANOFORTE.—GEMS from the GREAT MASTERS for the PIANOFORTE. By G. F. WEST. Sacred, 36 numbers; secular, 36 numbers; 3s. each number; free each for 19 stamps.

"A standard work with those teachers who wish to infuse into the minds of their pupils a taste for classical authors, and will also be found a valuable acquisition to the amateur."—GLOBE.

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"Arranged with Mr. West's accustomed elegance."—CHURCHMAN.

"Selected and arranged with great taste and skill, and with a commendable reverence for the composer's intention."—LONDON JOURNAL.

"Mr. West confers an inestimable boon upon the lovers of the highest kind of harmony."—ILLUSTRATED NEWS OF THE WORD.

"Likely to refine and elevate the mind."—ABERDEEN HERALD.

"Mr. West has acquired a power to simplify whatever he selects for arrangement."—PORTSMOUTH GUARDIAN.

"One of the best of our musical serials. . . . The arrangement by Mr. West is most masterly."—ILLUSTRATED LONDON NEWS.

A list of contents free by post.

LONDON: ROBERT COCKS and CO., New Burlington-street.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China and Japan. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan.

NEW ARRANGEMENTS.

From this date Subscriptions to the "**LONDON AND CHINA EXPRESS**" will be regarded as Subscriptions to this **AGENCY** also. Henceforward, therefore, Subscribers to the "LONDON AND CHINA EXPRESS" will be entitled to the execution of orders

FREE OF COMMISSION.

To Non-Subscribers the terms will be, as heretofore, Two-and-a-Half per cent. on Orders over £50, and Five per cent. on Orders for a less amount.

Purchases and Sales of Bank or other Shares, Government Securities, &c., effected at ¼ per cent.

Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

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SEASON—1868.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on anv Tuesday, commencing from the 18th February, to Tuesday, the 20th November, inclusive

Telegrams must be addressed "GRANT, KIACHTA."
If Express, "GRANT, KIACHTA," Express.
Express Telegrams may be wired on any day of the week.

CHARGES.

Twenty words or under	**Tls. 15**
Thirty „	**20**
And for every additional ten words or under	**5 extra**
Express Telegrams, any number of words	**150 „**

The charges are payable by the receiver to Messrs. HALL & HOLTZ, Agents, Shanghai, within THREE DAYS of delivery, otherwise 20 per cent. will be added to the above rates.

Agents at Shanghai . . .	Messrs. HALL & HOLTZ.
„ Tientsin . . .	„ FERGUSSON & Co.
„ Kalgan . . .	„ MATRINSKI & KAZANTZOFF.
„ Ourga . . .	„ TSIDAM ARIEFF.
London Agency . . .	LONDON & CHINA TELEGRAPH OFFICE, 2, Cowper's-court, Cornhill.
Head Office	KIACHTA, ORIENTAL SIBERIA,

C. MITCHELL GRANT, Proprietor.

ARRANGEMENTS FOR 1868.

The Proprietor has made arrangements to run six couriers per month in May and June, in the event of delay in the transmission of telegrams by the Russian Telegraph Service. It may not be generally known that the delays during the last season were occasioned by the overflowing of the Rivers Irtisch, Obi, and Yenessei; upwards of 500 versts of Telegraph Line were swept away from time to time. As such inundations occur only once or twice in a century, the Proprietor hopes that the precaution he has taken will prove unnecessary. During the latter two months of last season the line worked very well, and Telegrams were delivered to and from Europe in 18 days; the average time being as follows:—

London and Kiachta by Telegraph	**2 days.**
Kiachta and Tientsin by Courier	**12 „**
Tientsin and Shanghai by Steamer	**4 „**
Total ...	**18 days.**

A courier having been killed by a fall from his horse last year, the telegram bag was lost, and has not yet been recovered. In order to prevent a recurrence of the inconvenience, it is the intention of the Proprietor to open all telegrams addressed to his care, and forward duplicates by the subsequent courier to their respective addresses, unless he be specially notified to the contrary. The number of stations in Mongolia will be doubled this year. Contracts have been made to deliver telegrams between Kiachta and Tientsin in twelve days; the non-fulfilment of the contracts as to time entails a penalty upon the contractors of from 1 to 3 taels per hour (6s. to 18s.), thus giving a guarantee that delay will not occur.

After the first two months of the season, which are the most severe as regards the climate, the contractors will reduce their contract time to ten days.

C. MITCHELL GRANT.

KIACHTA, January 2nd, 1868.

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OVERLAND ROUTE.—

Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for

GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY. } From Southampton, every Saturday.

CEYLON, MADRAS, CALCUTTA, BATAVIA, SINGAPORE, CHINA, JAPAN. } From Southampton every fortnight—the day of departure being Saturday.

AUSTRALIA. KING GEORGE'S SOUND, MELBOURNE, SYDNEY, &c., &c. } From Southampton, once a month—the day of departure being Saturday.

The Steamers leave Marseilles every Sunday.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London, or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN POINT DE GALLE (Ceylon). PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th and 29th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line, from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departure for China will be from San Francisco:—

CHINA, 4,000 tons, April 14, 1868.

For further particulars and through passage rates, apply to H. STARR and Co., Passenger agents, Pacific Mail Steamship Company, No. 145, Cheapside, London.

COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendome, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

From Havre, March 26, April 9 and 23, May 7 and 21, June 4 and 18, July 2 and 16.

From Brest, March 28, April 11 and 25, May 9 and 23, June 6 and 20, July 4 and 18.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 735f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co. Agents, 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To sail.
Hong Kong ...	Havelock ...	A1 13 yr.		Mar. 26
Shanghai	Coren	A1 14 yr.	L.D.	April 5
Do.	Sir H. Parkes	A1 13 yr.	W.I.D.	April 1

For Freight and Passage apply at 5, Newman's-court Cornhill, London; or York Chambers, 55, King-street Manchester.

CHINA and JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Rollo (new) .	A1 13yr.	W.I.D.	March 31.
Hong Kong ...	Chetah	A1 10yr.	E.I.D.	With des.
Yokohama, (Kanagawa) and Nagasaki ...	Isle of the South	A1 13yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

INDIA AND CHINA.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Docks.	Dates.
Bombay	Sakura (str.) ...	A1 14 yr.	E.I.D.	Mar. 23.
Do.	Albuera	A1 15 yr.	E.I.D.	April 1.
Calcutta	Leicester	A1 14 yr.	E.I.D.	April 20.
Do.	Trevelyan	AA 1	E.I.D.	April 25.
Yokohama ...	Laurel.....	A1 13 yr.	E.I.D.	April 10.
Shanghai.....	Weymouth.....	A1 12 yr.	E.I.D.	Mar. 28.

For Freight or Passage apply at Poolfold-chambers, Cross-street, Manchester; or to 27, Leadenhall-street, London, E.C.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

Destinatin.	Ships.	Tns.	Class.	Dock.	Date of Sailing
Bombay ...	Braunstone.	1011	A1	E.I.D.	W. des.
Colombo...	Silver Craig		A1 13 yrs.	W.I.D.	Do.
Do. ...	Fort Regent		A1 10 yrs.	W.I.D.	Do.

No. 22, Great St. Helen's, E.C.

From Liverpool. Line of Packets for Japan.

FOR YOKOHAMA (KANAGAWA). Has half her cargo engaged, and will have prompt despatch; loading in Sulthouse Dock: the magnificent clipper ship CARACTACUS; G. MURRAY, Commander; 679 tons; A1 at Lloyd's for 13 years. Noted for her splendid passages, and having made the quickest passage on record to Japan (say from the Downs to Yokohama in 99 days) is a favourite conveyance.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower-chambers, Old Church-yard.

To follow the "Abergeldie." With immediate despatch, having the greater portion of her cargo engaged.

DIRECT for BOMBAY.—The fine British-built clipper ship BRAUNSTONE, A1, 1,011 tons register; THOMAS OWEN, Commander; East India Docks. This splendid vessel, built in 1864, and metalled in August, 1867, is noted for her fast-sailing qualities, and well-known for the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will be very quickly despatched.

Having the greater portion of her cargo engaged.

DIRECT for COLOMBO, the beautiful clipper ship SILVER CRAIG. A 1 13 years, 322 tons register; GEORGE CURRIE, Commander, West India Docks. This splendid clipper, built in 1864, offers the best opportunity to Shippers of fine Goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Silver Craig." Will be very quickly despatched, having the greater portion of her cargo engaged.

DIRECT FOR COLOMBO.—The beautiful China clipper ship FORT REGENT, A1 10 years, 655 tons register, LEWIS OLSEN, Commander; West India Docks. This splendid clipper, built in 1863, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail on the 15th of April.

FOR SHANGHAI the River-built Clipper, LAUDERDALE, A1 13 years, 851 tons register, G. MOODIE, Commander; East India Docks. This beautiful Ship has just arrived from Foochoo in 97 days. Has excellent accommodation for Passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To Follow the "Ironside."

FOR HONG KONG, the well-known Favourite Clipper, INVINCIBLE, A 1 13 years (thoroughly Overhauled and Restored), 657 tons register, CHARLES BEECHING, Commander; East India Docks. Has Excellent accommodation for Passengers.

For Freight or Passage, apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, E.C.

With very quick despatch.

DIRECT for SHANGHAI, the magnificent Clyde-built Ship WEYMOUTH, A1 12 years, 829 tons register, W. NORRIS, Commander; loading in the East India Docks. This splendid vessel, noted for her rapid passages in the China trade, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY SEWELL, and Co., Pool Fold Chambers, Cross-street, Manchester; or 27, Leadenhall-street, London, E.C.

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STEELPENMAKER TO THE QUEEN

JOSEPH GILLOTT,

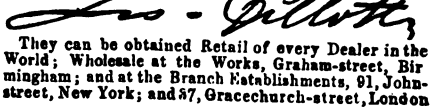
VICTORIA WORKS, BIRMINGHAM,

Respectfully directs the attention of the Commercial Public, and of all who use

STEEL PENS,

the INCOMPARABLE EXCELLENCE of his production which, for QUALITY OF MATERIAL, EASY ACTION, and GREAT DURABILITY, will insure universal preference.

Every Packet bears the Fac-simile of his Signature,



They can be obtained Retail of every Dealer in the World; Wholesale at the Works, Graham-street, Birmingham; and at the Branch Establishments, 91, John-street, New York; and 57, Gracechurch-street, London

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THE LONDON AND CHINA TELEGRAPH

THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Nagasaki—Japan ..	PIGNATEL & Co.
Yokohama	WATKINS & HANSARDS.

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C

(Over the JERUSALEM.)

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 23, 1868.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 277.] LONDON, MONDAY, APRIL 6, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	Feb. 9
Yedo			
Yokohama	—	—	Feb. 14
Nagasaki	—	—	Feb. 14
Hakodadi			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	Feb. 16
Kiu-kiang	—	—	Feb. 17
Chin-kiang			
Shanghai	Dec. 26	Feb. 8	Feb. 20
Ningpo	—	—	Feb. 18
Foe-Chow	—	—	Feb. 20
Formosa—Tamsuy			
Amoy	—	—	Feb. 21
Swatow			
Hong Kong	Jan. 10	Feb. 22	Feb. 26
Canton			
Macao			
PHILIPPINES—			
Manila	Dec. 26	Feb. 14	Feb. 19
COCHIN-CHINA—			
Saigon	—	—	Feb. 22
SIAM—Bangkok	—	—	Feb. 13
BORNEO—Labuan			
Sarawak	—	—	Feb. 17
JAVA — Batavia	—	—	Feb. 27
MALACCA STRAITS—			
Singapore	Jan. 26	Mar. 2	Mar. 4
Penang	Jan. 26	Feb. 29	Feb. 28

The incoming French mail, already due, was delayed some days at Hong Kong. It will probably be delivered about the 9th. Telegrams in advance of the succeeding P. and O. mail, leaving Hong Kong March 12, were received via Galle on the 1st inst., and one from Tientsin dated March 19 was received via Kiachta on the 2nd. The Malta and Alexandria cable is still out of order, and likely to remain permanently useless.

LATE TELEGRAM BY GRANT'S LINE.

On the 2nd instant we received, *via* Kiachta, a telegram dated Tientsin, March 19, announcing successful operations against the rebels in the Northern provinces. Ten thousand are said to have been killed and the rest dispersed.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Tanjore, arrived April 4. From Shanghai: Mr. Wood. From Hong Kong: Mr. Chrichton. From Singapore: Capt. Hume. From Galle: Mr. and Mrs. Thomas, three children, and two servants, Mr. Childers, Mr. Somers.

To Southampton, per P. and O. steamer Massilia, expected to arrive April 11. From Yokohama: Mr. Bell, Mr. Dix, Mr. Henderson. From Hong Kong: Capt. Peake, Mr. Leyburn, Mr. Ross, Mrs. Francis and child, Mrs. Abbott. From Singapore: Mr. Adam, Mr. Sinclair, Mr. Macvicar, Mr. Gillespie, Mr. Hansard. From Galle: Mr. Hope.

PASSENGERS OUTWARD.

Per P. and O. steamer Poonah, from Southampton, April 4.—To Yokohama: Quartermaster Hyde. To Hong Kong: Mr. J. H. Ellis. To Ceylon: Mr. Byrde, Mr. and Mrs. Byrde and child.

Per P. and O. steamer Tanjore, from Marseilles, April 12.—To Shanghai: Mr. E. J. Hogg, Mr. and Mrs. M. Smith and two daughters. To Hong Kong: Mr. Barretto, Mr. Crosley, Mr. R. Gillison, Mr. E. Hodgson. To Singapore: Mr. Sandenberg Mathiese, two ladies, and three children. To Batavia: Mrs. Wiederholt, daughter, and governess, Mr. A. G. T. Marx. To Ceylon: Mrs. Mais, Mr. A. Reeves, Mr. E. E. B. Wiggin, Mr. J. S. Findlay.

Per P. and O. steamer Delta, from Southampton, April 16.—To Yokohama: Mr. W. Lane. To Singapore: Mr. and Mrs. W. R. Scott and three children, Mr. A. Luke. To Ceylon: Mr. J. F. Wingate.

Per P. and O. steamer Ripon, from Marseilles, April 26.—To Yokohama: Mr. P. Stein. To Hong Kong: Mr. G. B. Cadell, Mr. Linstead, Mr. de St. Croix, Mr. R. S. Walker. To Ceylon: Mr. C. J. Scott.

From Suez.—To Hong Kong: Mr. A. Thomsen.

Summary of News from the Far East.

JAPAN.

THE CIVIL WAR.

The following is a summary of the news brought by the present mail:—

On the 29th January Stotsbashi attempted to press forward. It was however discovered that the Daimio (nominally his friend) in charge of Yedo Castle was a traitor, and that he had given it up to Satsuma. Stotsbashi's troops retreated upon Osaka, losing many men in the act. Stotsbashi then abandoned Osaka and took flight. The foreign representatives were warned, about midnight, that he could no longer protect foreigners. The Ministers' suites and guards left Osaka and reached Temposan fort, at the mouth of the river, during the next day, and after some delay got on board the men-of-war and left for Kobé (Hiogo). The British Legation officials left left in H.M.S. *Ocean*. No insults were offered by Chosiu's troops, but some French marines were pelted and insulted by the mob at Osaka. They fired in return, killing five and wounding several.

On the 4th February some of the troops of Prince Bizen (one of the Confederate Daimios opposed to Stotsbashi) entered Kobé, and attacked several foreigners. A French marine and an American sailor were wounded by shots. Sir H. Parkes, who was riding in their neighbourhood, narrowly escaped, several shots being aimed at him. The detachments of the 9th Regiment were called out, and the Japanese troops pursued and dispersed. A naval brigade was landed from the *Ocean*, and in a few hours Kobé was again quiet.

The Confederate Daimios, however, appear to be very favourably disposed to foreigners. Any injury done seems rather to result from foreigners being in the midst of two parties hostile to each other than from any enmity to them. Mob violence and sometimes hostility on the part of troops is of course an exception, but it is not endorsed by the contending chiefs. The Mikado has addressed a communication to Chosiu and Satsuma, warning them to be particularly careful that no rudeness or lawless conduct is observed towards foreigners by those passing through Hiogo.

THE NEW PORTS.

The following account of the recent events is from the *Hiogo and Saka Herald*:—

The disturbance commenced on the 4th February. Shortly after mid-day a body of some 150 Japanese well armed, and having field pieces, entered Kobé under the command of the Secretary of the Prince of Bizen, who was accompanied by another official of high rank. The main body, some 600 strong, to which they belonged, was three miles in the rear at Hiogo. As they advanced through Kobé they glanced scowlingly about them. At the cry *staniero!* "fall down!" all the natives fell on their knees, but a foreigner present named Collins, who remained standing, was instantly set upon and threatened; he however got away. Two of Sir Harry Parkes' escort were next met; their Japanese servant was attacked, but they got clear. Shortly afterwards however they came across two French sailors, at one of which a spear thrust was only saved from being fatal by his comrade seizing the sharp blade and turning it aside, being

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severely cut in the act. The sailors then ran for their lives, the Japanese firing in pursuit not only at them but indiscriminately at every foreigner who appeared. Fortunately two only were hit, a French marine (wounded in the groin) and a seaman from the U.S.S. *Oneida* (ball not yet extracted).

The scene of this outrage was the main street of Kobé. Sir H. Parkes, accompanied by one of his escort, was crossing the plain marked out as the future settlement when the firing commenced. Sir Harry pluckily faced the Japanese, and instead of seeking cover ran towards the Consulate to give the alarm. Several bullets whistled passed him, but he fortunately reached the Consulate in safety. Several hairbreadth escapes are recorded on the part of other foreigners. One gentleman attached to the *Herald*, upon seeing the firing commence, thought the Japanese were only firing at the foreign flags by way of defiance, but perceiving their spears uncovered (it is a capital offence in Japan to expose a naked spear-head without using it) he ran for his life and succeeded in warning other friends. At 1.30 P.M. the assembly sounded at the British Consulate, and the detachment of the 9th, under Lieuts. Bradshaw and Bruce, turned out immediately. After marching a couple of miles they came in sight of a body of Japanese, who, as soon as they perceived they were followed, turned round and advanced a short distance. Meanwhile, the 9th extended in skirmishing order, and opened a brisk fire, whereupon the Japanese broke and scattered on both sides of the road, returning the fire for about five minutes; they then again broke into small parties, and fled towards the mountains. The American and French marines were on the left of the 9th. The mounted escort, with Sir Harry Parkes at their head, galloped up to where the Japanese made their stand, and captured three small field-pieces. Messrs. Robertson and Satow, of H.B.M.'s Consulate, and Mr. Blake were with the last-mentioned party. There were but three volunteers with the 9th, Messrs. J. and R. Blackmore and Braga. At the time the alarm was given a number of the men on board the ironclad *Ocean* were scraping her sides. Down dropped the scrapers, and without waiting to change his dress, each man seized his rifle, and in a wonderfully short time eighty mariners under Captain Bryáges and forty seamen under Lieut. Cornwall were on shore. Joining a small party of fourteen men from the United States steamer *Oneida*, under Master Muldaur, having a brass field-piece, the *Ocean* men started in pursuit. The writer of the account in the *Herald*, who accompanied this party, found the road strewed with baggage that had been hastily abandoned by its owners. Here was to be seen the equipage of the army surgeons, knives, and saws and neatly enveloped packages of medicines. Further on were rain hats, and such was their haste, that some of them even left their sandals behind. After wandering about for several hours, the party returned to Kobe without having met with the objects of their search. The main body of Bizen's men, who had remained at the other end of Kobe, made their escape about 2 o'clock on the following morning, by the back streets to the neighbouring hills.

An envoy from the Mikado arrived at Hiogo on the 7th, and had an interview with the Foreign Representatives, to whom he officially communicated the change of Government, and gave assurances of good intentions, which led to the re-embarkation of many of the marines and sailors who had been mounting guard ashore since the outrage on the 4th. Orders have been issued to Chosiu and Satsuma in the Mikado's name, to be careful that no rudeness or lawlessness is shown towards foreigners. Everything appears now to be tending to quietness at Osaka. It remains to be seen what will occur at Yedo, as we hear from private sources that Stotsbashi is determined to continue the struggle.

A postscript says:—"The arrangements are that Satsuma, Choshiu, and Toza take over the government with all the Shiogoon's treaties and responsibilities, under the Mikado direct. Satsuma's troops already garrison Kobé, well-dressed, well-drilled, well-armed. The Custom-house is reopened. Mikado's officers will probably govern all open ports. Bizen to pay for all damage through the late conflict. Steamers restored."

The following is from a correspondent at Kobe:—

A short description of this place may enable you to judge what chance there may be of a trade in the future. A flat of sand fronting the sea with a range of hills as a background—dimensions about 500 yards long, 300 yards broad. The Tokaido, or main road of Japan, runs behind the sand flat, called Kobe, appropriated to foreigners. The small Japanese houses, built of plaster, slips of wood, and paper, are miserable in the extreme, and the inhabitants seem as poor as church mice. This road leads to Hiogo, a native town about two miles distant, containing several thousand inhabitants, also apparently of the poorest description.

The foreigners here number about hundred. There are merchants, auctioneers, doctors, storekeepers, and grogshop-keepers. Up to the present time no business, except selling chow-chow and grow, has been done, and the greatest uncertainty prevails as to whether the place will ever turn out a success. Judging from the natives that I have met in the streets I should estimate that their worldly wealth might reach about 50 cents a head, all round, exclusive of their mats and household utensils; beggars are abundant, and poverty shows itself in every shape. The Japanese merchants who were supposed to be anxiously awaiting the arrival of our cottons, &c., are mythical beings. In fact, you can find more wealth in any one street in Canton amongst Chinese hongs than you can in any Japanese large city. That means, leaving out the Daimios, who may possess some little capital squeezed out of their subjects.

I am writing under difficulties, having no house, no furniture, no chow-chow, in fact, nothing. We are simply existing, huddled up in Japanese shanties.

YOKOHAMA.

Our advices from this port are to the 14th February. We are unable to give any items of local news, our files of papers having miscarried. The important political changes in progress naturally form the principal topic.

The *Japan Gazette*, speaking of Yedo, says:—"Troops are daily arriving. Every man who wears two swords is preparing to use them in the cause of the Shiogoon, if he determines to resist Satsuma's entry into his dominions. The *Stonewall*, ironclad, is anxiously looked for. None of the officers of the Shiogoon think that he will yield. He only left Osaka because the Daimios displayed the Mikado's flag, and he never rebelled, nor would he now rebel against his sovereign."

The Russian steamer *Courier* arrived from Nagasaki on the 12th, and conveyed to Yokohama the Governor of the former place, who had, in obedience to the order of the Mikado, handed over the government to the officers of Satsuma. The town of Nagasaki was occupied half by Hizen and half by Toza. When the *Courier* left the British ensign was flying over the Custom-house, and a large body of men landed from the ships to protect foreigners.

A large fire broke out in Kanagawa on the 31st January; the loss to the people was great. A collection was got up among the foreigners for the sufferers, and over 6,000 boos—nearly $2,000—was raised for their relief.

In consequence of the outrage committed at Kobe by Prince Bizen's men the foreign men-of-war seized, on the 5th Feb., all the steamers owned by Japanese anchored in the port of Hiogo. This was because, as stated in the declaration of the Foreign Ministers, the affair concerns not only the clan of Bizen, but all the clans throughout Japan.

A number of Chosiu's troops (some 500 or so) had arrived at Hiogo. In addition to the above, large numbers of Satsuma's, Tosa's, and Awa's men had also arrived at Hiogo, and much excitement appeared to prevail amongst them. Several officials of high rank, *kerais* and others, are with the soldiers. Kobe is for the time being a free port, all the custom-house officials having left.

The latest intelligence by private letter from Hiogo is to the effect that the war is over and Hiogo tranquillised. No fears are now entertained by foreigners for their safety.

The following Government notification has been issued:—"In consequence of the commencement of civil war in Japan the undersigned (by desire of the Governor of Kanagawa) begs to call the attention of foreign merchants and shipmasters at this port to the clause of the treaties prohibiting the sale of firearms and ammunition and ships to any Japanese except to the Government, and also prohibiting vessels to visit any port in Japan which is not open to foreign trade. A similar communication has already been made to the foreign representatives at Osaka by members of the Gorogio.—MARTIN DOHMEN."

CHINA.

NEWCHWANG.

A letter from this port says:—The Koreans have consented to allow the Chinese to import foreign piece goods under less stringent regulations than before obtained; and the consequence is that Corean traders are buying up all the piece goods in the place, some at an advance on previous rates. Malwa now quotes, good, taels 620—though demand is slight—bean oil, taels 4.16, bean cakes, 5 pieces per taels 3.20, grey shirtings, 8¼ catties, taels 3.10.

Touching the Newchwang bean mills we are glad to hear that Messrs. Jardine, Matheson and Co. have made liberal terms with Messrs. T. Platt and Co., who got out the plant, and intend sending Mr. Charles Hill, some time manager of their Hongque

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wharf and warehouses, to superintend and carry on the necessary works. Under such auspices, bean oil and cake facture by machinery will soon be *un fait accompli.*

HANKOW.

Advices to hand from Hankow to the 6th Feb. state that news has been received there overland to the effect that the rebels in Shantung are marching towards that place, and that they purpose making a conjunction with the Mahomedans in Kangsuh and Shensi towards the summer. The Soo-Wang has been killed in an engagement with the Imperialists. A foreigner who was with Li Footai's forces was captured.

The New-year festivities appear to be kept up for a lengthened period in the native town, On inquiry we find that this is partly ascribed to the small number of outside buyers from the adjacent villages, whose inhabitants have paid but few visits to Hankow for making their regular exchanges and purchases of produce and goods, from the prevalent dearth of last year's season.

FOOCHOW.

We now have the following particulars of the late destructive fire at this port :—

On the night of the 8th February, a fire, which resulted in the total destruction of a large portion of the foreign settlement in Foochow, broke out at 8 P.M., raging without intermission until 5 A.M. on Sunday. Flames were first seen in the vicinity of Messrs. Siemssen and Co.'s new house, which shortly succumbed. The wind, which up to this had been light, gradually freshened from the routh-east, and drove the body of fire back to Messrs. Gilman and Co.'s offices, and to that portion of the settlement where most of the foreign hongs were situated. At midnight, the fire, at its height and perfectly uncontrollable, took a sudden turn, avoiding Messrs. Turner and Co.'s, the Chartered Mercantile Bank, and the Oriental Bank, also Messrs. Overweg and Co.'s. This latter house was, however, looted by the Chinese (notwithstanding the indefatigable exertions of their representative), shaping its course through the godowns of Messrs. Holliday, Wise and Co., and Margesson and Co., both of which were entirely destroyed, together with a cargo of tea for Australia, stored in the latter. At 3 A.M. the fire had mastered the premises of the Hong Kong and Shanghai Bank, and Messrs. Russell and Co.'s hong was for some time in imminent danger, but escaped, with the exception of a small detached building, used as a billiard-room, and at 5 A.M. the fire had apparently burned itself out.

It is impossible to estimate the extent of damage at present, but the following losses are as near as could be ascertained :— Messrs. Siemssen and Co.'s house and contents, total loss, godown saved ; Gilman and Co.'s offices, total loss ; Silverlock and Co.'s offices, total loss ; Rusden, Phipps and Co.'s godown, total loss, office saved ; Hedge and Co.'s office, total loss ; F. Schænke's office, total loss ; the American Consulate, total loss ; Messrs. Holliday, Wise and Co.'s godowns and offices, total loss, the greater part of contents safely removed ; Margesson and Co.'s godowns and offices, total loss ; W. Newman's offices and godown, total loss ; the Hong Kong and Shanghai Bank, house and offices, total loss ; Messrs. Russell and Co.'s billiard room. The losses will principally fall upon the local offices, and the London Imperial Office will also be a heavy loser. There is little doubt that if a gunboat had been at Foochow, with the assistance of the sailors and the use of the only powerful engine in the place (which for some unaccountable reason the owners declined to send out) much of the above damage might have been avoided.

The Shanghai *Evening Express*, gives the following additional particulars relating to the fire at Foochow :—It was the night of the Feast of Lanterns, and it is surmised that the accident was caused by an injudicious use of fireworks. Equally strong suspicions are, however, entertained that it was the result of design, as an attempt was made to set a private house on fire by throwing fire balls, but was prevented in time. The total damage it is almost impossible to estimate, but as near as we can guess $400,000 will not cover it. Of this $200,000 is covered by insurance. We have endeavoured to get the amounts for which each office is liable, and think the following may be relied on :—China Fire, $78,000 ; London Assurance, $45,000 ; Imperial, $45,000 ; Queen, $500 ; Hong Kong, $22,000 ; Manchester, 2,000; Northern, $500 ; total, $193,000.

The Chinese arsenal at Foochow is fast progressing. The houses for Europeans, two small schools and one ship slip are already completed, the ground (before rice fields inundated at high water) is very nearly filled in, and the foundations of the workshops are completed. This last was an extensive operation. The ground had to be filled in all round five feet high, and the foundations of the buildings had to be secured by enormous piles and a thick layer of ballast. The arsenal was officially inaugurated on the 18th January last, when the keel of a steamer was put on the blocks and the foundation stone of the workshops was laid, the Imperial Commissioner deputed by the Peking Government to take the general direction of the Arsenal presiding at the ceremony, and the native authorities doing their best to make the proceedings imposing. Troops and gunboats were posted around with the usual firing off of muskets and guns, accompanied by gongs and crackers. The Commissioner so far conformed to European customs as to himself lay a piece of the keel, and he gave the ship the name of the "*Wan-nien-Tsing*" (the ten thousand years' Tsing dynasty). He then visited the machines which have lately arrived, and they were set in motion for his inspection. Afterwards he laid the foundation stone. The Chinese mandarins have great confidence in the success of the undertaking, and co-operate heartily with the Europeans. The schools, which each number thirty pupils, have already given satisfactory evidence of progress.

Bishop Williams, LL.D., and the Rev. Mr. Nelson, of the American Church, Shanghai, arrived at this port by the last steamer. As the gentlemen are connected with the American Protestant Episcopal Church, they may be supposed to meditate the establishment of a Mission at this port. Such a step we should hail with the greatest pleasure, as representing the activity of American Missions in the East, now happily become a matter of history.

The United States Consul at Foochow is said to have received a communication from Peking that the export duty on teas costing 15 taels per picul and under has been reduced by one-half, but the British Consul and the Customs' authorities are without advices on the subject.

SHANGHAI.

Dates from this port are to the 20th February. The outward mail of December 26 was received on the 8th February, with London telegrams to January 13. The following items are from the *North China Herald* :—

The balance of the working plant of the Shanghai Wharf Company has been sold by auction for 1,000 taels. The Government has entered on possession of the premises. A plot of land with buildings, situate below the old dock, has been sold at auction for 3,100 taels. The Shanghai Rifle Club has arranged a return match with the Hong Kong Club, and also a small-bore match.

It is stated upon native authority that the Chinese Government intend granting permission to foreigners to work the coalmines in the Si-Shan near to Peking, A rumour somewhat to this effect has long been current ; but it is impossible to say anything with certainty as to the likelihood of its being true.

In consequence of the political changes in Japan, H.M.S. *Pearl* has been ordered hence to Nagasaki to watch over foreign interests at that port. She has been unable, as yet, to get over the Bar at Woosung, and will have to wait three or four days for higher tides.

The Chinese Government is now inviting a loan of one million Taels, to be guaranteed on the Custom's Revenue. On this the *Herald* remarks : "Whatever may have been the disadvantages of the exclusive policy which China has for so many centuries pursued, it has at least landed her in the nineteenth century free from a national debt. Having abstained altogether from foreign intercourse, the Chinese have not incurred the expense of foreign wars. It is curious that they are breaking through their previous rule in both respects at once. They have just appointed an embassy to Western Courts, and are now inviting a loan guaranteed on the Customs Revenue. It is to be regretted that they have not entered on this path under happier auspices. Had the first loan been raised to provide funds for constructing a railway, for the repair of roads or canals, or some other great public work, the augury would have been a happy one. But the Tls. 1,000,000 which they desire to borrow is, we believe, destined to meet the expenses of civil war—if by that name may be dignified the diverse struggles between Imperialist and Insurgent troops, which are constantly occurring in different parts of the empire. The present loan is

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raised under an Imperial edict, directing Tsoikung-pao to raise a loan of Tls. 1,000,000 and has, we hear, been taken up by the local foreign banks. The scrip will bear the seals of the Governor of the Province and of the Superintendent of Customs, and will be registered at the Customs office by the Commissioner. The details of repayment and of interest will be arranged by Hoo, the officer who has been deputed to negotiate the loan."

The *Recorder* relates an accident of a serious nature which occurred in consequence of the ocean steamer *Ajax* coming in collision with the *Sir Jamsetjee Family*. The latter vessel was moored alongside of the wharf commonly known as Hunt's wharf, and the former in getting under weigh with a strong flood tide running was caught in the chow-chow water between Pootung point and H. M.'s Consulate, and although well over on the Pootung side was carried across the river, and before her way could be stopped she ran against and crushed four ballast boats which were lashed alongside the *Sir Jamsetjee Family*. The damage done to the vessel was the main yard and the main double topsail yards carried away in the slings and the bulwarks slightly damaged; the only damage to the steamer was that the fore topgallant mast was carried away. Had the ballast boats, which were full of shingle, and well down in the water, not been between the steamer and the ship, the damage would have been very great; as it is several Chinese who were in the boats, were drowned. To show the strength of the current and chow-chow water, we are informed that the *Acorn*, hospital ship for men-of-war, while being towed from her berth to the New Naval Store Yard Wharf, turned completely round just a short time before the accident above recorded occurred, and about the same place. The agents of the *Ajax* have, we hear, agreed to pay the whole of the damage done to the vessel and ballast boats.

The wreck of the steamer *Niphon* has been sold in Amoy for $5,000. She broke up almost immediately, and little or nothing of value has been saved. She was wrecked on a point marked on the chart, House-hill, about twenty miles south of Amoy. Fortunately the reef was flat at the spot, and she ran some distance on it; had she struck anywhere else in the vicinity, the danger of loss of life would have been much greater.

The steamer *Express* has, we hear, been purchased by the Shanghai Steam Navigation Co., who will command the Ningpo trade, at any rate until Captain Satchelder's steamer, now building at Tun-ka-doo, is ready for service. A new steamer for Messrs. Russell and Co., named the *Warrior*, somewhat similar in build, as we are informed, to the *Kiangse*, was by, the last mail's advices, at Mauritius, *en route* to China.

News has been received by the last mail to the effect that the master of the Bremen bark *Siam*, who some time ago was tried for barratry, had his papers taken away, and was ordered to proceed home, has delivered himself up to his authorities in Bremen.

A meeting of Shareholders in the Racket Club was held on the 17th February, when it was resolved to raise Tls. 3,500 by debentures, to meet the debt; and to raise the charges for "bar, and ball accounts," from dollar cents to tael cents, as a temporary increase to the revenue. Messrs. Cann, Robinson, Daly, W. Kidner, Hearn, MacDonell, Houstoun, Porter, and Brand, were elected a Committee for the ensuing year.

Theatrical matters have been exciting some discussion lately; first in the shape of criticism on the de Solla Concert and Burlesque troupe now performing in Shanghai, secondly on an account of an exclusive regulation lately enforced by the Amateur Dramatic Corps, which has been characterised as puritanical and absurd.

The *Salle de Concerts* at the French Municipal Hall has been formally opened. This fine hall, like other conceptions of prosperous days, is suggestive rather of past extravagance than of present utility. Its decorations and furniture are exceedingly handsome and rich, and it is admirably lighted.

We were misinformed, it appears, in regard to Mr. H. A. Holcombe, whose death, it was feared, occurred by drowning after leaving the ship *Erl King* in the Wongpoo last month. Mr. Holcombe, it turns out, did not leave the *Erl King* at all till she got to Hong Kong, and then not until after a day's stay on board, when he landed and took passage in a vessel bound to Manila. That port he reached before the steamer *Filipina* left, and, under the name of Middleton, engaged a passage in a Norwegian vessel bound to Falmouth for orders. Whether he has since left for that place is not known in China, though it is thought most likely not—South America being the destination struck for it is conjectured. Why Mr. Holcombe has so mysteriously enveloped his movements no one can divine. Messrs. Fogg and Co., in whose firm he was a partner, say he had no reason.

The Tientsin trade is already beginning to show signs of renewed vitality, the steamer *Yuen-tez-fei* being circulated for quick despatch. The prospect of freight must, we should imagine, be good, as we hear that, in addition to their regular liners, *Nanzing* and *Yuen-tez-fei*, Messrs. Trautmann and Co. have chartered the *China* and *Feeloong*. The *Filipino*, recently arrived from Manila and Amoy, will also try her fortune at the northern ports. The *Manchu*, to leave here for Canton on Sunday morning (16th), will there load for Tientsin direct, and it is reported that the *Kiangse* will be taken off the Ningpo and placed on the northern line also.

Ningpo is decidedly awakening and struggling back to life. We mentioned a short time ago that a Masonic Lodge was about to be opened there, and now we hear that the residents intend to get up a Gymnasiun, a Fives Court, and a Reading Club. A correspondent writes to ask why the port has been overlooked in the matter of harbour-masters. The shipping, he says, is in a flourishing state and likely to continue so; the gentleman who has for some time combined the duties of harbour-master with others in the Customs' service should now be appointed to the distinct post.

HONG KONG.

From this port our advices are to the 26th February. On the 15th Feb. the P.M.S.S. *China* arrived, having left San Francisco on the 13th January. The latest English mail was that of January 10, conveying London telegrams to Jan. 25, delivered in Hong Kong on the 22nd Feb. The French mail was as usual delayed at Hong Kong, awaiting the arrival of the boat from Shanghai. The following items are from the *China Mail*:—

Chief Justice Smale gave his decision *in re* Dent and Co. *ex parte* Hong Kong Bank, against the latter, and refused to annul the bankruptcy. Similar decision given *in re* Agra and Masterman's Bank. We are unable to give the decisions of the Chief Justice *in extenso*, as they are so lengthy that the two combined would fill about five pages of our paper.

The Naval Court of Inquiry has acquitted Captain Peake, late of the steamer *Niphon*, of all blame regarding the loss of the vessel off Amoy, commended the officers generally, and Lieut. Anson, R.N., a passenger, particularly.

We are informed that several of the Macao officials have been suspended from office by order of the Home Government. Their names are, J. R. Gonsalves, 1st interpreter, who signed the contracts of the Annamites, declaring them to be Chinese; F. H. Azevedo, the superintendent of the barracoons, and who examined the Annamites before signing the contract; and the Procurador, before whom the contracts were signed by thousands of the poor Annamites. But the three Portuguese convicted of piracy and murder of the Annamites are still at large (on bail of $500 each!). A commission of inquiry was appointed by the Portuguese Home Government, composed of the Viscount do Cercal, F. A. Pereira da Silva, F. A. Fernandes (both lawyers); C. L. Souza, merchant, and D. C. Pacheco, merchant. With the exception of one of these gentlemen, who may be influenced by the manstealers, the others are good and independent men. When the commission begins the inquiry, there is little doubt that all the chuchaeiros implicated in the robbery of the Annamites will abscond. The Portuguese Government are much pressed by the English Government.

A curious circumstance has, it is reported, confirmed the belief of the Cantonese in the lately removed Governor of Kwantung as the only official able to control the turbulent spirits of the province. On the night of the 20th inst., only six or eight hours after the boat conveying the energetic Tsiang Yi-li had left the landing place at which his final embarkation took place, an organised attack was made on a pawnshop within the eastern gate of the city by some seventy or eighty armed robbers, who succeeded in looting the building, and who escaped with their booty, after wounding some half dozen of the troops hurriedly brought out against them. This is the first disturbance of the kind at Canton for many months, and was doubtless planned for the purpose of taking advantage of the bustle consequent on the Governor's departure.

At the Hong Kong races the features of the meeting were Exeter's defeat (in the Challenge) by Birmingham, and, in turn, the triumph of the former over the latter in the Shanghai

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Cut. Owner of Exeter claims a foul in the Challenge, and refers home to the Jockey Club.

The Colonial Surgeon's Report on the mortality of 1867 shows the very low death-rate of 2.60 per cent. and a remarkably good bill of health generally.

The following vessels had arrived from home during the fortnight:—*Arab*, *Sunrise* (str.), *Fiery Cross*, *Serica*, *Undine*, *Belted Will*, and *Deerfoot*.

The Cathedral organ having been rebuilt was formally opened on the 23rd February,

We hear that Mr. Pope Henessy, Governor of Labuan, has married Miss Low, daughter of the Treasurer of that settlement.

The Rev. W. R. Beach, Colonial Chaplin, has been appointed Chaplain to H. E. the Governor.

The annual general meeting of shareholders of the Hong Kong and Shanghai Banking Corporation was held on the 14th February—G. J. Helland, Esq., in the chair. Present at directors' table: Messrs. Foster, Sassoon, Menke, Taylor, Lemann, and Pyke; Messrs. Kressor, Whyte and Hazeland.

The Chairman read the annual report, (which will be found elsewhere) adding that Mr. James P. Duncanson had been added to the list of directors. The Chairman moved, and Mr. J. Lapraik seconded, the adoption of the report; which was unanimously approved.—Messrs. Foster and Menke were next proposed for re-election; which proposition, having been seconded by Mr. Pyke, was unanimously carried by the meeting.—Messrs. Ryrie and Hunter were again appointed auditors for the year.

Mr. Deacon asked for information regarding the transfer of shares in the London market, as he heard rumours that the original intentions of the directors were not to be carried out.

The Chairman replied that it was of course necessary to get shares placed in London before they could obtain a position in the London exchange. Instructions had been sent to London to the effect, that shares would be re-transferred at the request of any one who chose to do so.

After a pause, Dr. Murray said he had been waiting for some one better able to speak, to rise and propose a vote of thanks to the board of directors. He thought it was only due to the board who had given them so good an outturn; and he hoped they would join him in proposing a vote of thanks to them—coupled with the names of the two principal managers.

This motion, having been duly seconded, was unanimously carried.

Mr. Helland replied, to the effect that they would continue to give their best exertions to the interests of the Corporation. The dividend would be ready on Monday first.

At a private conference on the 24th Feb. of members of the Executive Council, bank managers and others, the advisability of continuing the operations of the Hong Kong Mint was discussed, in consequence of the receipt of a telegram from the Colonial-office intimating that the expense would in future fall upon the colony. No arrangement could be come to, as the lowness of exchange held out no hopes of successful working, while a reluctance was expressed to abandon an enterprise upon which so much had been expended. A large order was given by one of the banks, which would employ the Mint for two months longer; and his Excellency said that, should no arrangement be made by that time, the Mint would be stopped.

The following is a statement of what took place:—

His Excellency the Governor summoned a meeting of the Executive Council to consider the action necessary to take in consequence of the receipt of a telegram by last mail from his Grace the Duke of Buckingham. The telegram was dated the 30th of January, and informed his Excellency that the mail then leaving would convey to him authority to close the Mint, unless the Council and community objected, and were prepared to assume the expenses. As the subject involved a reference to the wishes of the community, his Excellency felt it desirable that the Executive Council, as soon as formed, should be aided by the opinions and advice of others in a position to speak for the mercantile classes and the general community. Accordingly, when the minutes of the Executive Council had been read, the following gentlemen, who attended at his Excellency's request at 11 A.M., were admitted,—The Hon. P. Ryrie, the Hon. W. Keswick, representing all the unofficial element of the Legislative Council, in the absence of Mr. Parry, who though only *locum tenens* for Mr. Gibb, soon expected to return, had left the colony without sanction, and without resigning his place, so as to enable his Excellency to complete the already limited representation of the community. The Hon. W. Alexander was also present, as representing the financial interests of the Colonial Treasury, and Deputy Commissary-General Uniacke those of Her Majesty's Treasury, whilst the managers of the five existing banks were also invited to attend, and were all present.

His Excellency then informed the meeting of his receipt of the telegram mentioned from the Secretary of State, and explained as above the reasons which induced him to invite the gentlemen present to assist the Executive Council with their opinions. As the question of the colony's financial position was one very material in considering the expediency of the community's undertaking the annual cost ($60,000 per annum) of meeting the present establishment of the Mint on its existing reduced scale, a scale which at full work would rise to $100,000, to enable it to coin upwards of 13,000,000 of dollars required to pay its expenses at the present rates of seigniorage, viz., 1 per cent., he gave a brief approximate summary of the existing financial position of the treasury. At this moment there was a large amount of coins there. From that amount, however, there were large deductions to be made approximately as follows:—

For judicial deposits	$57,000
Subsidiary coins	54,000
Police and lighting rates, only available for a special purpose	30,000
Licensed gambling-houses deposit and monthly fees	130,000
A few other items..	5,000
	$276,000

which would leave a really available balance of only $81,000, a balance resulting chiefly from the stoppage of various public works, whose resumption when possible was desirable. Out of that balance the salaries and general expenses of the Government would have to be defrayed early next month, which, without including public expenditure, would amount to $35,000, leaving only little more than $50,000 to meet the expenses of the colony. Those liabilities, if the repairs and reconstructions of the Praya, estimated at $178,000, were to be defrayed by the public, and if six quarters of the Military Contribution, due next month, were also to be paid, amounting to about $165,000, would reach the large sum of $343,000 to be met with the $50,000 in hand and the incoming revenue, already liable to the general expenses of Government. His Excellency further entered into explanations as to the reason for regarding the amount of $54 000 in subsidiary coins as unavailable for general purposes, because, whilst great difficulty had been experienced in getting rid of even the small silver coinage, there were actually now $34,000 in copper in the Treasury, which, as they knew, were at a discount of about 45 per cent., and wholly useless. He had also put down all money received from the licensed gambling-houses as unavailable, because he had reason to hope it would not be applied to any imperial or colonial purpose, a result which would be personally most gratifying to himself, as freeing an important measure of police from the embarrassment entailed by the revenue accidentally resulting therefrom. So long as he had no sanction for declaring it unavailable he was necessarily bound to regard it as part of the revenue, which he was bound to dispose of in some way, but if, as he now expected, he might yet be permitted to treat it as unavailable, he would be at once freed from a great difficulty, and a very invidious responsibility. Therefore, gentlemen present would do well not to regard any part of that revenue as a help. They should treat it as it was treated in the Treasurer's weekly returns, viz., as equally unavailable as the judicial deposits. With this information, to which they were entitled, they could better form an opinion of the ability of the colony to continue at its own expense the experiment of the Mint. The general questions affecting the latter's prospective success were no doubt understood well by the gentlemen present, and it was impossible to put before them at once all the voluminous correspondence on the subject which had passed since the report transmitted by him in December, 1866, from the Commission appointed to inquire into its prospects, a report submitted at the time to the principal bankers, and though unfavourable to the Mint, generally endorsed by them all. He might approximately sum up the money account of the Colony with the Mint, by stating that it had now cost $500,000, and had produced a return of $20,000. His Excellency lastly gave some interesting details of the ineffectual efforts which he had made to introduce a tael currency into China, and to obtain employment from the Chinese and Japanese Governments for the Mint, as also of the result of communications with Her Majesty's Minister at Peking, and the decided hostility of the Chinese authorities to any alteration of their present system of taking silver by weight and touch. He then proceeded to ask the unofficial members of Council, what they thought would be the feeling of the community as to undertaking the expense of the Mint.

The Honourable P. Ryrie declared it to be against the feeling and interest of the colony to do so.

The Honourable W. Keswick stated that individually he should much like a longer trial given to an experiment of such importance, but he did not think in a mere pecuniary point of view the community would be willing to undertake the expenses, or that the Mint could soon be rendered a paying concern.

On the part of Her Majesty's Treasury, Deputy Commissary-General Uniacke said the Mint had been found perfectly useless, as producing any saving or profit.

His Excellency then said it was important to know whether bankers could produce any reasonable ground for continuing the expenditure of the Mint. Of all the community they had the greatest interest in supporting it, for unquestionably its maintenance by the public afforded them in the course of the year many opportunities of making profit by turning, at small expense chopped dollars and old silver, bought at a discount, into good coin. At the same time, it was the duty of the Government not to consider the interests of any class, but of the public at large.

Mr. Jackson regarded it simply as a matter of exchange, which had been so low during the past year that the bankers could not possibly throw any business into the Mint. But if exchange went up there would be plenty of work for it.

Mr. Delbanco suggested that each of the banks should contribute, annually, $3,000 to the maintenance of the Mint, taking their chance of their making profitable use of it.

Mr. Kaye agreed with Mr. Jackson. It was the exchange on India, and not on England, which affected the question. It was always cheaper to circulate Mexican dollars, and it must not be forgotten that bar silver acted as a currency. He considered it expedient for the colony that the Mint should be closed.

Mr. Kresser, seeing that there was no chance of exchange ruling higher, for some time to come, no work was likely to be given to the Mint.

Mr. Berwick saw no prospect of the Mint paying.

Mr. Jackson stated that as a banker he would be glad that the Mint should continue open, but as a colonist he would say decidedly that the Mint ought to be closed.

His Excellency thought Mr. Jackson had fittingly, yet completely, expressed the true bearings of the question in that last observation.

Several gentlemen present then pointed out that they were somewhat unprepared for giving an opinion on the question, when it was put so plainly as, should the Mint be closed or not?

His Excellency, however, said that the matter had been under full con-

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sideration for at least a year and a half; still, before taking any definite action, he would further consult with the Executive Council, as it was a very unpleasant duty to close an undertaking and admit the failure of a speculation from which so much had been expected. If the bankers would agree to take over the whole establishment, the Government would consider a proposal to that effect.

That offer, however, did not appear to meet the views of those present, and

Mr. Kaye said it could not be accepted, except in the case of the Hong Kong and Shanghai Bank, without reference to their principals in Europe.

We learn further that when the gentlemen not belonging to the Executive Council had withdrawn, his Excellency, with the advice of the Council, accepted an offer of two bankers to coin $500,000 and $200,000, in subsidiary coins, an operation which would probably occupy two months, as computed by the Master of the Mint, and thus afford to every one concerned ample time to express their opinions, it being the present intention of the Government to break up the establishment at the end of that period if no reasonable ground for adopting a contrary course should then appear.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence are to the 4th March. The Messageries Imperiales steamer *Hooghly*, with the Marseilles mail of January 19th arrived on the 21st, and the P. and O. steamer *Behar*, with the London mails of January 26th, on the 2nd February.

The following summary of news is from the *Straits Times Overland Journal*:—

Nothing of much interest has occurred to vary the monotony of life in the Straits. Perhaps we may except Penang, in which the community have been much occupied with a trial of some importance lasting over nine days. The serious riots of August last year will be fresh in the memory of most of our readers. Some evidence against the leaders or headmen of the Toh-Peh-Kong Kongsi (Secret Society or Clan) was furnished to the authorities, partly, as we understand, by the incautious utterances of the men themselves, but mainly by the revelations of two informers belonging to the other Kongsi, the Ghee Hin. They were arraigned, and on the 21st Feb. found guilty of aiding and abetting murder. The general impression among the public seems to have been that the evidence was not only very unreliable but insufficient, and the verdict of the jury took everybody by surprise. Apprehensions of disturbances in consequence of the verdict were at first entertained, but they seem to have been groundless. The men, four in number, who are highly respectable and influential, were sentenced to be hung on the 16th of March, and this will be done, except his Excellency Sir Harry Ord intervenes by an act of grace.

The gunpowder magazine question has occupied a good deal of public attention during the fortnight. A public meeting was held in the Exchange on the 26th Feb., with a view to elicit an expression of opinion from those interested as to whether a Government magazine or a private one would be preferable. A resolution in favour of private magazines under Government license and inspection was unanimously passed. The owners of the lost powder hulk, on their own responsibility and at their own cost, have had Malay divers at work on the sunken wreck, and about 2,000 packages have been salved. The powder is all thoroughly saturated with salt water, but nevertheless can still be used by the Chinese to make crackers, &c. The whole is advertised for sale by public auction for behoof of the concerned.

The *Tamar* steam transport arrived in harbour on the 29th ultimo, with a portion of the 10th Regiment on board for Japan, and one officer and fifty men of Captain Sterling's Battery of Royal Artillery for this place.

The *Maggie Leslie* got away from Batavia on the 9th instant, having sailed on that day for London. A guard of Marines had been placed on board, but after remaining one day they were withdrawn, and the ship set free. About £13,000 were taken up on bottomry, we suppose to defray salvage and expenses.

We learn with pleasure that Government have placed the services of the *Peiho* at the disposal of the community of Penang, for the purpose of conveying their homeward mails (*en route* to England) to this port, once a month. The Penang merchants, therefore, will have to make other arrangements for the conveyance here of their bi-monthly mail.

BIRTHS, MARRIAGES, AND DEATHS.

(*Announcements for Subscribers are made free of charge.*)

BIRTHS.

CROSSLEY—On the 21st March, at 5, Percy-villas, Richmond, Surrey, the wife of William Joseph Crossley, Esq., of the Bank of England, of a son.

DENNY—On the 31st March, at No. 2, Pagoda-villas, Lee, Kent, the wife of Wm. Evans Denny, Esq., of a daughter.

HARPER—On the 2nd March, at Bombay, the wife of George Harper, Esq., Oriental Bank Corporation, of a daughter.

HEINSEN—On the 15th Feb., at Shanghai, Mrs. R. Heinsen, of a daughter.

LYALL—On the 30th March, at 26, Hertford-place, Mayfair, the wife of George Lyall, Esq., of a daughter.

MACPHERSON—On the 20th March, at 32, Lancaster-gate, the wife of William Macpherson, Esq., of a daughter.

MACCUNN—On the 22nd March, at 15, Forsyth-street, Greenock, the wife of James MacCunn, Esq., of twin sons.

MORICE—On the 21st March, at The Villas, Erith, the wife of Captain O. T. Morice, of a son.

NEWTON—On the 18th Feb., at Canton, the wife of Thomas George Newton, Esq., of a son.

OSMUND—On the 12th Feb., at Hong Kong, the wife of Mr. Charles Osmund, of a daughter.

PIRIE—On the 29th March, at Stoneywood, the wife of Alexander George Pirie, Esq., of a son.

RAPP—On the 27th Jan., at Manila (Philippine Isles), the wife of L. F. Rapp, Esq., of a son.

MARRIAGES.

HOOPER—CORLETTE.—On the 18th Feb., at St. John's Cathedral, Hong Kong, by the Rev. W. R. Beach, M.A., Colonial Chaplain, Thomas Bamford Hooper, Esq., to Mary Dorothy, daughter of James Corlette, of Newcastle, N.S.W.

JENKINS—WILMOTT.—On the 16th March, at St. John's Church, Beestone, by the Rev. T. J. Aldrini, vicar, Richard Wade Jenkins, Esq., of Ceylon, to Lucie, second daughter of Samuel Wilmott, Esq., of Chilwell, Notts.

WYLIE—On the 5th March, by special license, at St. Andrew's Church, Singapore, by the Rev. C. J. Waterhouse, M.A., James Roxburgh Wylie, Esq., M.D., English Practitioner of Batavia, Java, and formerly Medical Officer of the Remorquage Hospital, Alexandria, to Mary, second daughter of Jno. Thompson, Esq., solicitor, Bradford, Yorks. (By telegram.)

DEATHS.

BONE—On the 22nd March, at 35, Duke-street, St. James's, Theodore Gordon Bone, M.D., Surgeon Ceylon Rifles, and lately Staff Surgeon attached to the Cavalry Depot, Canterbury, son of the late Dr. Bone, Inspector-General of Army Hospitals.

HANCOCK—On the 7th March, at the Polygon, Clifton, Elizabeth Graham, the wife of Charles Robert Hancock, Esq., and daughter of the late Rev. H. H. Arnold, formerly of Leicester.

NUTT.—On the 24th Feb., off Point de Galle, on board the P. and O. s.s. China, on his passage homewards, John Nutt, Esq., of Shanghai, aged 29.

RENNIE—On the 15th March, at 2, Lansdown-crescent, Glasgow, Surgeon Rennie, 31st Regiment, second son of Captain Rennie, Fife Artillery Militia. Friends will please accept of this intimation.

TOD—On the 18th Feb., at Shanghai, James Tod.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—It was generally expected that after the holidays had passed business would be resumed in a more active form than for some time past; but this had been quite dissipated by the announcement of civil war in the South, and the market has continued dull and almost void of business of any kind. While uncertainty exists as to what results may follow the hostilities in the South, it is impossible to look for any change for the better, and the future course of events will be watched with the utmost interest. If a change of government could be peaceably effected no doubt confidence amongst natives would be restored. Blankets had been much sought after, and had risen greatly in value; but purchases generally had been confined to a few articles for local use, and deliveries were on the smallest possible scale. Quotations generally were without much change, but the tendency appears to be to lower prices.

SHANGHAI.—During the interval between the departure of the mails, business had recovered from the previous depression, and transactions to fair extent had been entered into. Grey Shirtings: The market for these goods had slightly hardened, owing to a Chinese speculator having operated to a small extent. The demand among the Chinese, dealers generally remained very limited. For 7 lbs. T-Cloths there had been less inquiry, but considerable sales of 8 lbs. 36 in. Cloth were reported. White Shirtings: Sales to a small extent at last prices. Woollens: Camlets were a shade firmer. Other kinds very quiet. Metals: Nail Rod Iron: A slight decline was again noticeable; the Chinese having supplied their immediate wants, were unwilling to operate further, as they anticipated lower rates. Nail Rod were quoted at taels 2.20 to 2.95 per picul. Hoop and Flat and Round no change. Lead: In good demand, and firm at quotations. Coals: Nothing doing; supplies were ample, and quotations nominal; arrivals however had been very moderate. Quotations were: — Grey Shirtings: 7 lbs., taels 1.8.6 to 1.9.1 per picul; 8¼ to 8½ lbs., 2.1.5 to 2.2 per picul; 9 to 9¾ lbs., 2.3 to 2.7.5 per picul. White Shirtings: 56 Reed, 2.1 to 2.1.5 per picul; 60 do., 2.2.5 to 2.3 per picul; 64 do., 2.3.5 to 2.4 per picul; 66 do., 2.4.5 to 2.6.5 per picul. T-Cloths: 6 to 7 lbs., 1.5 to 1.9.5 per picul; 8 to 84 lbs., 2.2 to 2.6 per picul. Camlets, English: S. 56 yards, 12.7.5 to 13.2.5 per picul; S.S., 12.5 to 13 per picul; S.S.S, 10.5 to 11 per picul.

HANKOW.—The market had not fairly opened, local dealers having been nearly the only operators. The country traders had been delayed in their return by the wet weather, and to this the prolonged inactivity was attributable. The inquiry had been chiefly confined to Plain Cottons and Woollens, and prices were fairly supported. Quotations: Grey Shirtings, 7 to 7½ lbs., taels 2.1.5 to 2.1.6; 8½ to 8¾ lbs., 2.3 to 2.3.2; 9 to 10 lbs., 2.4.5 to 3.1.5; White Shirtings, 56 to 56 reed, 2.2 to 2.3.5; 64 to 66 reed, 2.4 to 2.4.8; 68 to 72 reed, 2.5 to 2.7; T-Cloths, 6 to 6½ lbs. 32 inches wide, 1.3.5 to 1.5; 7 to 7½ lbs. 32 do., 2 to 2.1; 8 to 8¼ lbs. 36 do., 2.2.5 to 2.6.5.

KIUKIANG AND FOOCHOW.—There had been little or no business since the departure of the previous mail.

CANTON.—Moderate settlements were reported in Lead at an advance of 15 cents per picul for common, and 95 cents for W.B. Nail Rod Iron had declined about 15 cents per picul. Quicksilver was rather lower, a small sale being reported at $72 to 73 per picul. Quotations:—Lead $7.60 to 8.75; Quicksilver, $72 to 73.

HONG KONG.—Cotton Yarn: Transactions had again been on a moderate scale, and to effect even the small sales reported, importers had been obliged to make material concessions. Stocks were large—some 10 000 bales—and further considerable quantities, laying down at low cost, were expected to arrive. Piece Goods: Large additions had been made to stock, rendering holders still more anxious to realise; and dealers, continuing to buy only for immediate wants, had succeeded in forcing prices

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of staple Manchester goods down about 10 cents per piece. Drills, both American and English, continued in some request at about last quotations for shipment to Tientsin, and stocks of the former were exhausted. There was no inquiry for American Jeans or Sheetings, and our nominal quotations are under the views of the holder of the only small parcels on the market. Woollens: Further receipts had again depressed the market, and we note a decline in prices of Long Ells, Lastings, and Camlets. Spanish Stripes were nominally unchanged. Blankets in request at last quotations. The stock of Camlets was estimated at 10,000 pieces, and that of Lastings at 3 to 4,000. Metals: Irons were in limited request, buyers being unwilling to continue purchases at former high values, and all descriptions were lower. Lead was firm, and still inquired for by foreigners. Tin wanted and dearer. Tin Plates without material change. Quicksilver lower by 50 cents. per picul. Coal: Arrivals amounted to about 1,200 tons Welsh, and 1,850 of Sydney—all to consumers. Sales from previous cargoes 120 tons Sydney at $12, and 700 ditto Welsh at $13.55 per ton, the latter somewhat under quotations, which, however, show a decline of about $1 per ton in values of English and Welsh. The quotations at the departure of the mail ruled as follows:—Cotton Yarn: No. 16 to 24, $112.50 to 120 per picul; No. 28 to 32, $130 to 135; No. 38 to 42, $140 to 145. Shirtings grey, 7 lbs. piece, $2.20 to 2 30; 8.4 lbs., $2.77½ to 2.85; 9 to 9.12 lbs., $3.50 to 3.65. Shirtings white, 52 to 56 reed, $2.20 to 2.35; 64 to 66, $2.70 to 3; 68 to 72, $3.25 to 3.50; T-Cloths, 6 to 6.12 lbs., 32 in., $1.77½ to 1.82½; 7 lbs. $2.20 to 2.35; 8 lbs., 36 in., $2.80 to 3. Camlets, S., $18 to 19; SS, $16 25 to 16.50; BBB, $21 to 22; Dutch, $26; Lastings, $15.10 to 15.75; Blankets, 7 to 12 lbs. p. pr., $3.50 to 6; Metals, iron nail rod, $3 to 3 10; round, square and flat bar, p. picul, $3 to 4.20; hoop, $3.40 to 3.50; wire, $6.50 to 7; lead, per picul, $7 to 7.25; tin, per picul, $18 to 24; tin-plates, per box, $7 to 7.10; steel, per tub, $4 to 5; quicksilver, $66 to 67; coals, English, $14 to 14.50; Welsh, $15 to 15.50; Australian, $12 to 12.50.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—A very irregular market for tea has to be reported for the fortnight, owing both to the political state of the country and to the very small stock on the market. Prices had ruled very widely, as much as $2 to 3 per picul difference between two different houses. The settlements were estimated at 1,000 piculs. Quotations given below are quite nominal:—Common to good, $20 to 22 per picul; medium, $23 to 26; good medium to fine, $28 to 36; fine, $31 to 33; finest. $34 to 36.

SHANGHAI.—Black: The amount of business transacted since the departure of the last mail is very small, owing to the firmness of holders and the general unwillingness of people to operate in such descriptions as were left at the prices demanded by holders. The low rate of exchange had not been sufficient to tempt transactions. The stock was rather increased, but there were no very desirable additions to it. Settlements for the fortnight, 904 chests; reshipments on owners' account, nil; stock, 49 chops, or 13,290 packages. Quotations, duty paid, exchange for credits, at 5s. 10d. per tael, and freight at £3 per ton; Oonam, common to fair, 1s. 0¾d. to 1s. 1d.; Ningchow, common to fair, nominal; Oopack, fair to good, do. Green: A small demand had existed, and business had been transacted at prices slightly under the rates previously demanded by holders, but not below those actually given during the early portion of January, at which time there were several buyers in the market. Moyune tea had been bought at 39½ taels to 44½, and the fine lines of a chop of Pingsuey at 43 taels. The stock remaining was very small, and little more had yet to arrive to complete the season's yield. There was only one vessel on the berth for New York requiring cargo. Settlements for the fortnight, 3,630 half-chests; reshipments on owners' account, nil; stock, 18 chops, or 8,600 packages.

KIUKIANG.—Black Teas: About 1,900 packages had arrived from the country, and of these 800 packages Hohow of common quality had been bought at 12 taels per picul, the remainder having been forwarded to Shanghai for sale. Quotations were:—Ningchows: Nominal. Hohows: Common, 12 taels. Green Teas: One chop of common Moyune had been taken at 26½ taels; this was the only settlement, and the market was bare of stock.

FOOCHOW.—About 3,000 packages Tea, intended for shipment to Australia, had been destroyed by fire, and almost the whole of the settlements had been made to replace them. Only 350 chests Congou had arrived from the country, and the amount to be received would not exceed 1,500 chests. It was reported that the *Eleanor* would have to sail with her Amoy cargo only (5,953 packages *Oolong* and 924 *Congou*), and that she would probably go to Singapore to fill up there. A few chops of *Oolong* had been taken for England. Some 1,200 half-chests intended for America had been shut out from the *Lansdowne* and *Shakespeare*, and would go forward *via* Hong Kong.

AMOY.—There had been no transactions during the fortnight, and the season was virtually at an end, though the stock remaining—say 1,600 packages, may be taken for shipment to America *via* Hong Kong. The Surprise had sailed for New York with 794,080 lbs. Oolongs, and about 5,000 packages had been forwarded to Hong Kong. The direct export to America for the season amounts to 5,963,981 lbs. of all kinds, against 5,293,339 lbs. last year.

YOKOHAMA.—Settlements for the fortnight were estimated at 500 bales. Prices remained unchanged except for really good Mybash and Oshiu sorts; for the former $950 per picul had been paid, and for the latter $870 per picul. It was not expected, however, that these rates can be maintained. The unsold stock was about 700 bales. A large portion of it, however, was in foreign godowns under advance. Quotations were as follows:—Mybash and Sinchu: Extra, $935 to 950 per picul; do. best, $850 to 900; do. medium, $775 to 825; do. inferior, $700 to 750. Oshio: Extras, $850 to 870; do. best, $725 to 775; do. medium, $650 to 700; do. inferior, $600 to 630. Koshiu: Best, $700 to 750; do. medium, $650 to 680 do. inferior, $600 to 630. Sodai: best, $710 to 750; do medium, $650 to 700.

SHANGHAI.—Mr. Holdsworth's circular is as follows:—"Early in the fortnight but little business was transacted, owing, no doubt, to the low descriptions of Silk offered; subsequently, however, the Chinamen became anxious sellers, and transactions were made to a moderate extent only, chiefly in barter for Shirtings; but the very low rate of exchange has induced several firms to purchase Silk as remittances, and the settlements for this mail are estimated at about 900 bales. Prices have again been very irregular; good Classic Silks are very scarce, and maintain former quotations, but for the lower grades a decline of Tls. 15 to 30 per picul has been established, and the market closes weak at the quotations given below. The arrivals from the interior having been less than the settlements, the unsold stock is reduced to 800 to 1,000 bales, chiefly composed of common and undesirable parcels." The quotations (all charges paid to England at exchange 5s. 10d. per tael) were ruling as follows:—Tsatlee, chop No. 3, 28s. 8d. to 29s. 2d. per lb. Market, No. 3 and 3½, 25s. 6d. to 27s.; No. 4, 23s. to 24s. 6d.; No. 5 and common, 20s. 1d. to 22d. Karshing Taysaam: Chop No. 1, 23s. 6d. to 24s. 6d.; No. 2, 21s. 6d. to 22s. 3d.; No. 3, 20s. 1d. to 21s. Chin Cum Taysaam: Nos. 4, 5, and common, 18s. 1d. to 19s. 7d.; No. 2, 19s. 7d. to 20s. 6d; No. 3, 18s. 10d. to 19s. 7d. Yuenfa and Hainings: No. 1, 24s. 6d. to 25s.; No. 2, 23s. to 24s; No. 3, 21s. 6d. to 22s. 6d.; No. 4 and common, 19s. 1d. to 20s. 6d. Hangchow Tsatlee, 20s. 1d. to 21s. 6d. Throwns, 25s. 11d. to 27s.

CANTON.—Transactions in this article had been extremely limited, holders demanding prices fully $15 to 20 per picul in advance of those ruling at date of our last advices. Stocks of desirable silk were small, and could find a market among the native buyers, who have of late been purchasing at high prices. In Re-reeled Cumchook nothing whatever had been done, as values are $25 to 30 above prices offered. Only one small lot of fair quality Tsatlee had been taken. Unless prices materially decline we see no prospect of any increase in the demand.

Shipping Intelligence.

ARRIVALS.

At CHEEFOO.—From London, March 15, Challenger.

At SHANGHAI.—From Cardiff, Feb. 13, Andreas; 16, Reck, from London, Maitland, Whiteadder; from Liverpool, Magelian (reported by telegram).

At HONG KONG—From London, Feb. 15, Fiery Cross; 20, Serica; 23, Belted Will. From Liverpool, 12, Arab. From Glasgow, 14, Sunrise, (str.). From Sunderland, 22, Undine. From Southampton, Indus (reported by telegram).

At MANILA.—From Liverpool, Feb. 5, Bilbaina. From Cadiz, 9, Esperanza.

At SINGAPORE.—From Glasgow, Feb. 27, Anne Main; March 3, Kinfauns Castle. From Cardiff, Feb. 24, Solo. From Newcastle, 29, Meggie. From Portsmouth, 29, H.M.'s Tamar. From Hamburg, 27, Carl and Aguste. From Cherbourg, H.I.M.'s Scorpion. From Marseilles, March 2, Henri IV.

At PENANG.—From Glasgow, Feb. 14, M. Falconer.

DEPARTURES.

From YOKOHAHA.—For New York, Feb. 10, Alexandrina.

From SHANGHAI.—For London, Feb. 12, Ajax (str.).

From FOOCHOW.—For New York, Feb. 10, Lansdowne, Shakspeare.

From HONG KONG and CANTON.—For London, Feb. 21, Ajax (str.). For New York, 18, Ceres.

From MANILA.—For Liverpool, Feb. 7, Maryan Johnston. For New York, Shirley.

From SINGAPORE.—For London (via Mauritius), Feb. 28, Ajax (str.); Arab Steed. For Glasgow, Sparkler. For Liverpool, March 2, Egmonten Hoorn. For Gibraltar, 3 (for orders), Formica.

From PENANG.—For New York, Feb. 12, Strathmore.

VESSELS LOADING.

At SHANGHAI.—For London, Western Chief, Assyrian. For New York, Nabob, Tavistock.

At FOOCHOW.—For London, Corsair, Eleanor. For New York, none.

At HONG KONG and CANTON.—For London, Sophie, Chaa-sze. For New York, Ceres, Ocean.

At MANILA.—For London, Belle Maria, Olano, Wye. For Cork, Rosa del Turia. For Liverpool, Oceanica. For Cadiz. Bilbaina. For Barcelona, Nuevo Lautaro. For Boston, Fearless. For New York, W. G. Russell.

At SINGAPORE.—For London, Mogul, Talbot. For Liverpool, Harvest Home. For Gibraltar (f.o.), Alexander II., Cecilie. For Bremen, Achilles, Bintang, G. K. G. V. H'gendorp. For Boston, Far Away. For New York, Narciss.

At PENANG.—For London, Ulva, Kate Carnie, Lita.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Vessels on the berth for London and New York are filling up slowly at £3 per ton of 50 c. ft. to the former and £3 5s. per ton of 40 c. ft. to the latter port. To Tientsin there has been a good demand for small vessels, and rates are expected to be high for Newchwang.

At FOOCHOW.—To London, £3 10s. per ton.

At HONG KONG and CANTON.—To London (via Macao) the Chaa-sze and Monkchester have taken the berth at Canton at £3 10s. to £4 per ton respectively. The circular of George Holmes gives the number of disengaged ships in harbour at 10, representing 4,886 tons.

At MANILA.—The demand for tonnage continues good at £4 to £4 5s. for dry, and £4 10s. for wet sugar, to a direct port in the United Kingdom. The rate for hemp is £4 15s. per 20 cwt.

At SINGAPORE.—Tonnage is still scarce, and vessels are wanted for the Burmah ports, and also for coasting voyages. To United Kingdom the rate is £3 5s. per ton measurement.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Off the Start, from Batavia, March 30, for Amsterdam, Ymuiden; —, at Queenstown, from Manila, Ercilla; 5, at Queenstown, from Rangoon, Richard.

LAID ON.—At Glasgow, for Colombo, War Cloud.

SPOKEN.—Amazon, Java to Rotterdam, Jan. 23, 35 S., 23 E.

MISCELLANEOUS.—Off St. Helena, Feb. 6, Talamac (Telanak ?), from Sourabaya, for Amsterdam.

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NOTICES TO CORRESPONDENTS.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, APRIL 6, 1868.

COLONIAL GOVERNMENTS AND MILITARY CONTRIBUTIONS.

WHAT are "Representative Institutions?" A little while ago we should without hesitation have replied to this question, "The chief element in a Representative Government is a legis- "lative body elected by the suffrages—either universal, or "restricted by certain qualifications,—of a free population." But Mr. ADDERLEY, the ingenious Under-Secretary of State for the Colonies, has changed all that. The colonists of Ceylon, aggravated almost beyond endurance by the constant and vexatious interference of the Home Government in their affairs, petition Parliament for such a modification in the form of their Government as would make the official and non-official members of the Legislative Council equal in number. To this Mr. ADDERLEY replies, "You must rest content with what you have got; you "are an Asiatic colony, and therefore unfit for representa- "tive institutions;" an answer which must render it clear to the meanest comprehension, that a legislative body whose members are all nominated by the Crown constitutes a representative Government, *unless* its official members outnumber their non-official colleagues! We are always glad when we are enabled to tell our readers something they didn't know before. This strikingly original fact is quite at their service. We know it's true, because Mr. ADDERLEY says so. If an Under-Secretary of State does not know what a Representative Government is, who should?

In respect of their form of Government, Ceylon and Hong Kong labour under very similar disadvantages. The case of the former was explained with admirable clearness in the House of Commons by Mr. GORST, the member for Cambridge, whose very temperate speech did not contain a single exaggerated statement. The question was, he said, whether the colony was to be governed in Downing-street or Ceylon. There is a Legislative Council, consisting of sixteen members, all nominated by the Crown. Ten of these are officials in the pay of the Government, who vote in a body according to their instructions, thus giving the GOVERNOR and SECRETARY of STATE absolute control over the expenditure of the colony. On one occasion, to test the question, an item of the military contribution exacted was not voted; whereupon peremptory orders came to reverse the decision of the Council, and pay the money. This was done; but the indignity moved even the official members to protest against being thus compelled to "eat dirt," seeing that while the voting of the money by the Council was such a palpable farce, the GOVERNOR might as well have paid it at once on his own responsibility. Mr. GORST admitted the propriety of a supreme power being reserved to the Home Government, to be used in the last resort, but justly urged that the present system is a complete sham, that ough to be at once abolished. Mr. ADDERLEY based his reply on the assumed impossibility of acceding to demands which, in point of fact, Ceylon never made. He said, "What was asked "for was that there should be a full control, free from all "dictation, over the colonial revenues, but such a system would "be wholly irreconcilable with the condition of an Asiatic "colony like Ceylon. It was impossible to give representative "institutions to a colony which, by its position and condition, "was an isolated part of India. It never entered his mind to "suppose that an Asiatic community like that of Ceylon, which "was most ignorant and uneducated, was fitted for representa- "tive institutions." Both these assertions are inaccurate. No such thing as an unlimited control over the revenue was ever claimed by the colonists; neither did they demand a representative Government. They only asked to be allowed (as Mr. WATKIN well expressed it) "a moderate part in the adminis- "tration of their own affairs." Again, Mr. ADDERLEY stated that "At one time this country paid almost the whole of its "military defences; but after the report of the Select Committee "on the military expenses of the colonies, a very different system "was adopted with regard to Ceylon, *as well as all our other* "*colonies.*" Indeed, Mr. UNDER-SECRETARY! Then how about Canada, Nova Scotia, and the West Indies, none of which, in the current year's army estimates, are set down for any contribution whatever? The granting of the petitioners' request, Mr. ADDERLEY exclaims, aghast at the magnitude of the proposal, "would involve a total change in their constitution." Well, and why not, if it be a change for the better? We are making an alteration, and a sweeping alteration, too, in the governing body of the mother country—and to deny at the same time the possibility of acceding to any just and beneficial change in the government of our dependencies is bigoted conservatism indeed. Mr. ADDERLEY's reason for maintaining an official majority in the Legislative Council is no better. If the number were equalised, he says, the Governor would have to exercise a casting vote, and would thus be placed in an invidious position. We entirely deny that he would be in a worse position than at present. A governor is surely supposed to have some responsibility, and this casting vote would be exercised in virtue of it. He would thus openly, and in his own person, exert the power he now wields by means of his submissive but unwilling tools. At present he says to his Council, "Gentlemen, here is a measure which you will be good enough "to pass. Perhaps you don't like it; but that is of no conse- "quence. Two-thirds of you hold government appointments, "and will be dismissed if you vote against it." Can a more invidious position than this be imagined?

A very similar state of things exists in Hong Kong. Its Legislative Council is practically as complete a farce as that of Ceylon, for although the Government majority there is not, numerically, quite so overwhelming, it is equally effective. We are told, indeed, that on one occasion, owing to the defection of two of his subordinates, the Acting Governor found himself in the enjoyment of a majority of one only; whereupon he communicated his doubts and fears to the Home Government. The reply was prompt and decisive:—"I expect that any member "of the Council who is in receipt of a salary from Government "will, under all circumstances, support Government by his vote, "and trust that in case he finds it impossible to reconcile such a "line of conduct with his conscience or his honour, he will not "hesitate in resigning his situation. Moreover, I should not be "displeased to learn that in the event of any official member "acting contrary to the spirit of these instructions, that the "governor for the time being had suspended him forthwith from "the exercise of his official functions pending further instructions "from home." Here, as our correspondent "FERRIS" lately observed, is a humiliating situation for an English gentleman to be placed in: decorated with the prefix "honourable" yet compelled to vote against his own convictions! Can anything be more degrading than such a position, or more disgraceful to the government that forces it on its servants? Surely a Governor, acting alone, and responsible only to the Crown, would be preferable to such a mockery of self-government as this.

We trust that the House of Commons has not yet heard the last of Ceylon misgovernment, and that the case of Hong Kong will be promptly brought to its notice. This Legislative Council grievance, although it has long been a source of serious dissatisfaction in the colony, is not referred to in the Hong Kong memorial. We recommend it therefore to the early attention of the Hong Kong Association of London, for no measures they can devise to promote the welfare of the colony are likely to be permanently successful unless preceded by some measure of reform in the system of local government.

THE Penang petition to the House of Commons, on the subject of direct mail communication, which was intrusted to Mr. THOMAS BARING, M.P., for presentation, has not yet been presented. The petition is considered to make out a strong case for Penang, and several influential members of Parliament have promised it their support.

THE second inward mail under the new contract, like the first, is deliuered on its due date according to the time-table. This also passed Messina on the Wednesday evening.

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THE NEW SPANISH LOAN.

THE circumstances attending the new Spanish Eight per Cent. Loan of £2,335,000 appear to be interesting to the inhabitants of Manila as well as of the other Spanish colonies. The loan is said, in fact, to be necessitated by the wants of the Philippines, Cuba, and Porto Rico, and the principal and interest are to be secured on the revenues of those islands. The Marid correspondent of the *Moniteur* thus describes the intended operation and the objects to be effected by it:—

The Spanish Government have lately from various motives, but always with equal solicitude, occupied themselves with the position of their colonies. Not only have the Philippine Islands and Porto Rico cruelly suffered by earthquakes, hurricanes, and epidemics, but also the financial crisis has made itself felt with great intensity at Cuba. Commercial enterprise has been much unsettled, and in all branches of the public welfare a disturbing influence has manifested itself. Naturally such a state of things has been damaging to the receipts of the Treasury. The Minister of the Colonies has therefore now submitted to the Royal signature, with a view of alleviating these existing difficulties, a decree authorising the issue of a loan, the proceeds of which are intended to enable the colonies to pay their way and to discount some of their engagements at an advantageous rate of interest, part of which will also be applied for the creation of an amortisation fund. This loan will be to the amount of about fifty or fifty-five million francs. The last budget of Cuba shows, in spite of great reductions in the Custom-house tariff, a surplus of over one million dollars, and in the preceding years—say from 1859 to 1867—the Treasury of that island contributed towards the income of the mother country seventy-four million dollars; the Philippine Islands nineteen millions; Porto Rico three million dollars. It would therefore appear that the charges and interest of the new loan will not weigh very heavily upon the resources of these fertile possessions. Moreover the sums which will be obtained by it are partly destined to wipe away those liabilities the interest of which so considerably clogged the finances of the colonies; and it is expected that in unfettering these resources, and in re-establishing a normal condition, an opportunity will be afforded for the public wealth to take a fresh development, and for the finances to experience considerable elasticity and a material lightening of burdens.

THE French Government has lately promulgated at Paris the Convention between it and the King of SIAM, by which the latter accepts its protectorate over Cambodge, and permits its vessels to navigate freely in the ports of the river Mekong, and of the internal sea which touches the Siamese possessions. It also publishes another Convention, by which French subjects are allowed to import into the kingdom of Siam wines and fermented drinks on payment of 3 per cent. *ad valorem*, and to do so under any flag.

In the House of Commons on the 23rd Mr. BAINES moved for "copies of replies to memorials on direct commerce with the Shan States and West of China from the port of Rangoon."

THE United States Senate has unexpectedly confirmed the nomination of Mr. J. ROSS BROWNE to succeed Mr. BURLINGHAME as Minister to Peking.

MR. HADOW, deputy-chairman of the P. and O. Company, succeeds the late Mr. ANDERSON, as chairman.

Monetary and Commercial.

The biddings for £250,000 in bills on Calcutta and Madras were held on the 1st at the Bank of England. The amounts allotted were—to Calcutta, £240,550; and to Madras, £9,450. The *minimum* price was fixed at 1s. 11¼d. on both Presidencies, another advance of 1 per cent. Tenders at 1s. 11⅜d. will receive about 19 per cent., and those above will be allotted in full. No tenders on Bombay were invited. The results show a reaction in the demand for means of remittance to the East.

The bar silver and Mexican dollars brought by the last West India steamer have been sold at 60⅝d. and 59⅛ per ounce, being in each case a decline of ¼d. from the prices obtained for the last arrivals.

According to the last American advices, the Pacific Mail steamer *Great Republic* sailed from San Francisco on the 7th inst. for China; *via* Yokohama, Japan, with £600,000 in specie.

The report and balance-sheet of the Hong Kong and Shanghai Banking Company (which has produced a very favourable impression here) will be found in full in another column.

The directors of the Chartered Bank of India, Australia, and China, at the meeting on the 22nd of April, will propose a dividend at the rate of 5 per cent. per annum for the half-year ended the 31st of December last.

The directors of the Oriental Bank, at the meeting on the 16th of April, will propose a dividend of 6 per cent. for the half-year ended the 31st December last, making, with a previous distribution, 12 per cent. for 1867.

The report of the directors of the Agra Bank, preparatory to the meeting to be held on the 7th April, has been issued. The directors refer especially to the financial position of the bank on the 31st December with respect to the 40,000 A Shares, or newly subscribed capital of £400,000, and the 60,000 B Shares, representing the residue of capital of the late Agra and Masterman's Bank. The accounts consist of a balance-sheet and profit and loss account of the A capital, and a statement of the assets and liabilities of the capital represented by the B shares. With regard to the former, the gross profits earned during the time the resuscitated bank has been carrying on operations down to the 31st December last have amounted to £68,443 16s. 3d., leaving, after deduction of interest paid to constituents and all charges of management, a net profit of £24,881 14s. 8d. The directors, in anticipation of the shareholders' approval, have declared such a dividend as the net profits allowed, and, in doing so, have deemed it prudent to relieve the capital from the sum at debit of preliminary expenses chargeable on the A shares, viz., £5,462 8s. 2d., which they have written off in full. The surplus admitting it, a dividend at the rate of 7 per cent. per annum on the A capital, has been declared and distributed to the holders of such shares, amounting to £18,393 14s. 8d., leaving a balance of £1,061 14s. 10d. to be carried forward. The statement relating to the B capital shows that the progress made in the shape of realisation, notwithstanding the difficulties encountered, has been satisfactory. In their report in August last the directors announced that they were prepared to pay under discount the promissory notes falling due on the 15th October, and on the 1st November they announced that they were able from that date to anticipate on like terms the promissory notes maturing on the 15th March instant. Both of these instalments have since run off, and there remains only the final payment of 2s. 6d. in the pound falling due on the 15th July next, to complete the discharge of all the outstanding liabilities of the late Agra and Masterman's Bank, with interest at a minimum rate of 5 per cent., which the directors will be in funds to anticipate, as they have been able to do with preceding instalments. With respect to interest to the B shareholders the directors consider further information and more time is necessary before any reliable statement can be given.

A circular has been addressed to the late chairman of the Commercial Bank Corporation of India and the East, in which that gentleman and his colleagues in the direction are invited to consider what steps can be taken to mitigate the misfortunes of the shareholders. It is urged that "the assets still unrealised are mostly of such a nature as to be presently saleable only at enormous sacrifice," and that "the official liquidator must consequently rely principally upon further calls on the shareholders to provide dividends for the creditors." It is accordingly suggested for consideration, "1. Whether the feeling of the creditors as to a compromise should not be ascertained. 2. Whether any, and what steps can be taken by reconstruction, or a new bank, to realise the estate to best advantage, and to avoid the necessity for further calls." The letter lies for signature at Messrs. Dawson and Son's, 121, Cannon-street, City.

The amount of bullion by the P. and O. Company's steamer *Poonah*, from Southampton on the 4th inst., was in gold, to Gibraltar, £120; to Bombay, £2,000; to Madras, £330: in silver, to Bombay, £35,100; to Hong Kong, £105; to Shanghai, £2,770. Total in gold, £2,450; in silver, £37,975.

TEA.—In this market there has been increased firmness. Common grades of Congou continue in demand at rather improved rates, and the medium to fair descriptions also begin to attract more attention. A few small sales are declared for this week. The *Produce Markets Review* has the following remarks on the probable course of the market:—"There can be little doubt that by the time when the heavy arrivals of the new crop commence in October next the stocks will have been reduced to a considerably lower point than for some years past at the same period. It is also likely that shipments in coming seasons will be somewhat more even, and will not be so much crowded into the first few months as heretofore. It is further not to be denied under these circumstances that while money remains so cheap that prices are almost sure to have an advancing tendency. Acting on these probabilities a considerable amount of speculation has taken place in the market since Christmas, and the price of common Congou has advanced 2d. per lb. The general market has also become firm lately, partly owing to the large clearances in consequence of an anticipated increase in the duty, and partly to a heavy export demand. The grocers, however, have hitherto refused to give advanced prices, and hold steadily aloof, so that the market at present is in a peculiar position. The merchants and brokers, inspired by its favourable statistical appearance, are extremely firm, and reasonable bids are constantly rejected. At the same time the speculators will not realise except at the full advance, and, as the wholesale dealers generally are well supplied with stock, they find difficulty in doing so. The absence of demand from the country and from speculators and the firmness of merchants, have thus put a temporary stop to business, and the transactions in the market have been very small during the

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week. The issue from the present dead-lock remains to be considered, and it is with the grocers that it rests. If they accept the probable state of the stock seven months hence as a sufficient inducement to buy largely, the market must rise, and, in the present state of opinion amongst sellers, must rise considerably. If, on the other hand, they pursue a steady policy of buying from hand to mouth, the market will be left to the regular influence of demand and supply, and as the one overtakes the other prices will gradually rise. We do not think that any relapse from the present position is at all likely, unless it be for the lowest common Congou; and, on the other hand, any change that takes place for teas in general will not improbably be in an upward direction."

SILK.—Messrs. Jacomb, Hogg and Co.'s Circular of the 1st April says:—"The Silk Market has been active during the whole of the past month, and prices have experienced some further improvement. In China silk all descriptions of Tsatlees have been in good demand, more especially the better sorts, which are inconveniently scarce, indeed chop silk now scarcely exists. Key-Ing Taysaams are still comparatively neglected, though the moderate rates at which they can be purchased have led to some little business of late. Japan silk has sold currently on arrival, except when the pretentions of importers have been exorbitant. The deliveries 3,777 bales of China and 704 bales of Japan are most satisfactory, and show that the recent movement has to a considerable extent been of a legitimate character." According to a circular of Messrs. Arlès-Dufour and Co., of Lyons, there has been much activity in the silk market during the month just ended, owing to the extent of actual wants that had to be provided for, while a special stimulus was also imparted by the evidence of the great scarcity of all classes of good silk, enhanced by the fears entertained already respecting the result of the next European crop.

BOARD OF TRADE RETURNS.

The Board of Trade tables for February show the commerce of the country to have been steady. Compared with the corresponding month of last year, the only difference in the declared value of our Exports is a falling off of £105,093, or about ¾ per cent. From February, 1866, the falling off is about 5 per cent. Taking into account the decline in the price of Cotton, the present figures exhibit an amount of actual trade at least equal to that of the same month of the two preceding years, since while the value of the Cotton Goods exported during the past month showed a reduction of 7 per cent. from February, 1867, there has been an increase in the quantity of 20 per cent. In the shipments of Cotton Yarn there has been an increase both as regards value and quantity—viz., 50 per cent. in the former, and 70 per cent. in the latter.

The values of the Imports are brought down to the end of January; for that month the "computed real value" of the principal Imports is stated as follows:—January, 1866, £10,394,443; January, 1867, £10,063,066; January, 1868, £9,477,083. As regards the principal importations of the month, it appears that the Cotton landed was 921,147 cwt. against 784,347 cwt. in February, 1867, the increase being entirely in American descriptions; and that the arrivals of Wheat were 2,283,426 cwt. against 1,423,169 in February, 1867, about 55 per cent. of the entire total being respectively from Russia and the United States, which again figure for nearly equal amounts, the latter at length having gained a slight preponderance. Egypt, which in February, 1867, contributed only 4,520 cwt., figures on this occasion for 361,857.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East.

IMPORTS.

The total quantities of the undermentioned articles imported into the United Kingdom is returned as follows:—

TEA.

		1866.	1867.	1868.
Quantity for the month ended 29th Feb.	lbs.	11,055,989	11,115,635	12,395,259
Quantity for the two months ended 29th Feb.	lbs.	13,460,149	27,129,665	28,780,627
Value for the month ended 31st Jan.		£213,211	£1,292,571	£1,246,783

RAW SILK.

From		For the Month ended 29th Feb. 1866.	1867.	1868.
China	lbs.	40.688	—	—
British India	,,	57.271	—	—
Egypt	,,	266,058	305,430	395,759
Other Countries	,,	152 304	303,416	215,906
Total	,,	516,321	608,846	611,665

		For the Two Months ended 29th Feb. 1866.	1867.	1868.
China	lbs.	40,668	—	—
British India	,,	57,271	—	—
*Egypt	,,	610,928	825,648	868,180
Other Countries	,,	371,270	560,524	330,328
Total	,,	1,080,157	1,386,172	1,198,458

* In transit from India, China, and Japan.

COFFEE.

From		For the Month ended 29th Feb. 1866.	1867.	1868.
Ceylon	lbs.	3,218,974	3,429,471	3,584,201
Other British Possessions	,,	443,109	795 241	1,078,885
Total from all parts	,,	5,140,955	5,349,277	6,077,537

		For the Two Months ended 29th Feb. 1866.	1867.	1868.
Ceylon	lbs.	3,463,960	4,637,013	6,940,235
Other British Possessions	,,	659,228	1,215.212	2,127.027
Total from all parts	,,	7,074,800	8,061,776	12,881,745

RAW SUGAR.

From		For the Month ended 29th Feb. 1866.	1867.	1868.
Java & Philippine Islands	cwts.	—	1	73,202
Total from all parts	,,	636,061	782,838	607,194

		For the Two Months ended 29th Feb. 1866.	1867.	1868.
Java & Philippine Islands	cwts.	—	112	148,009
Total from all parts	,,	1,136,580	1,216,120	1,210,275

HEMP.

From		For the Month ended 29th Feb. 1866.	1867.	1868.
Philippine Islands	cwts.	—	—	25,811
Total from all parts	,,	18,993	14,915	55,353

		For the Two Months ended 29th Feb. 1866.	1867.	1868.
Philippine Islands	cwts.	—	—	30,743
Total from all parts	,,	20,597	24,786	63,592

RAW COTTON.

From		For the Month ended 29th Feb. 1866.	1867.	1868.
China	cwts.	—	2,041	—
British India	,,	214,442	88,730	69,182
Egypt	,,	137,801	154,407	115,560
United States	,,	344 878	441,165	680,405
Total from all parts	,,	780,178	784,347	921,147

		For the Two Months ended 29th Feb. 1866.	1867.	1868.
China	cwts.	—	2,041	—
British India	,,	305,907	96,509	102,539
Egypt	,,	148.268	225,134	130.546
United States	,,	570,735	486,415	792.336
Total from all parts	,,	1,154,122	931,379	1,114,321

The clearances for Home Consumption of the undermentioned Imports are returned as follows:—

		For the Month ended 29th Feb. 1866.	1867.	1868.
Tea from all parts	lbs.	6,492,167	8,481,306	9,054,857
Coffee from Ceylon	,,	1,526.315	1,584,037	1,745,617
Do. from all parts	,,	2,131,040	2,509,186	2,700,077
Raw Sugar from Java & the Philippines	cwts.	21,766	39.774	57,928
Raw Sugar from all parts	,,	731,663	926,023	953.276

		For the Two Months ended 29th Feb. 1866.	1867.	1868.
Tea from all parts	lbs.	15,358 635	18.306,859	17,819.278
Coffee from Ceylon	,,	3,639.294	3,844,724	3,754,114
Do. from all parts	,,	5,121,744	6,016,696	5,989,201
Raw Sugar from Java & the Philippines	cwts.	41,413	82.062	105.265
Raw Sugar from all parts	,,	1,411,352	1,878,668	1,643,092

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 29th Feb., 1868, compared with the two previous years:—

		1866.	1867.	1868.
Coffee	lbs.	30,410.670	26,596,312	38,710.391
Tea	,,	90,995.672	105.565.709	92,112 860
Unrefined sugar	cwts.	3,309,785	2,577,134	1,803,673

The following is an account of the value of the Imports into the United Kingdom from the undermentioned countries for the three months ended 31st Dec., 1867, and for the twelve months ended 31st Dec., 1867, compared with the value for the corresponding periods of the years 1865 and 1866:—

From	For the Three Months ended 31st Dec. 1865.	1866.	1867.
China (exclusive of H. Kong)	£4,491,186	£4,270,351	£3,827.556
Hong Kong	203,142	148.905	22,646
Japan	124,746	37,174	51.579
Singap. & Straits Settlements	833.650	724.891	559.083
Ceylon	1,212,800	1,050,471	697,051
Philippine Islands	190,406	691,220	192,272
Java	226	5	—
Cochin China, &c.	—	—	25,474

	For the Twelve Months ended 31st Dec. 1865.	1866.	1867.
China (exclusive of H. Kong)	£10,677,995	£10.846.388	£9,340,395
Hong Kong	773,068	282.273	183,373
Japan	614,743	273,745	317.853
Singap. & Straits Settlements	2,155,931	1,609.863	1,435,839
Ceylon	3,707 717	3,256.250	3,224.512
Philippine Islands	1,253,904	1,196,557	760,214
Java	226	8,152	13,262
Siam	9,372	14,490	—
Cochin China, &c.	—	—	25,474

EXPORTS.

The total Exports of the undermentioned articles to China and Hong Kong are returned as follows:—

		For the Month ended 29th Feb. 1866.	1867.	1868.
Cotton yarn	lbs.	298,378	—	670.660
Cotton manufactures	yds.	11,927,651	6,510,305	23,501,087
Worsted stuffs	,,	1,672,038	3,251,605	1,665.711
Woollen & worsted cloths	,,	150,185	124,185	124,997
Lead	tons	611	11	656

		For the Two Months ended 29th Feb. 1866.	1867.	1868.
Cotton yarn	lbs.	686,458	396,402	1,262,096
Cotton manufactures	yds.	24,924,414	14,319.183	52,440,369
Worsted stuffs	,,	2,607,858	5,312,360	2,838.299
Woollen & worsted cloths	,,	395,060	208,917	275,089
Lead	tons	1,078	82	941

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To other countries in the Far East the following quantities were exported :—

COTTON YARN.

To		1866.	1867.	1868.
		For the Month ended 29th Feb.		
Ceylon	lbs.	24.000 ..	5,000 ..	12.500
Singapore	,,	89.980 ..	252,500 ..	79,200
		For the Two Months ended 29th Feb.		
Ceylon	lbs.	38.000 ..	5.000 ..	42,500
Singapore	,,	136.580 ..	536,700 ..	400,200

COTTON MANUFACTURES.

To		1866.	1867.	1868.
		For the Month ended 29th Feb.		
Ceylon	yds.	1,873,320 ..	2,958.783 ..	1,356,213
Singapore	,,	4.778 300 ..	6,583,600 ..	5,744.011
Java	,,	4.830.996 ..	7,444.340 ..	4 249,410
Philippine Islands ..	,,	1,524,572 ..	2.492,556 ..	3,721,800
		For the Two Months ended 29th Feb.		
Ceylon	yds.	3,178.617 ..	4,769.013 ..	2,950,190
Singapore	,,	6,988,729 ..	10,680,131 ..	15,824.818
Java	,,	4,830,996 ..	8,201,240 ..	4,399,512
Philippine Islands ..	,,	3,271,180 ..	7,864,365 ..	6,195,920

The following Return contains the total quantity of the several articles named exported from the United Kingdom to all parts during the two months ended 29th Feb. of the present and two preceding years :—

		1866.	1867.	1868.
Cotton yarn	lbs.	20.923.771 ..	20.937,110 ..	33.983,704
Cotton manufactures	yds.	373.004,100 ..	411,880,318 ..	483.290,181
Worsted stuffs ..	,,	46.243,923 ..	38.995,713 ..	34.724,839
Woln. & worsted cloths.	,,	5,351,680 ..	5,322,502 ..	4,226,020
Lead	tons	4,357 ..	2,143 ..	4,913

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month ended 31st Jan., 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

	1866.	1867.	1868.
China (exclusive of H. Kong)	£298.388 ..	£280.843 ..	£494,624
Hong Kong	261,312 ..	140,890 ..	192,145
Japan	— ..	116,854 ..	90,348
Singap. & Straits Settlements	86.251 ..	144.058 ..	225.524
Ceylon	50,988 ..	47,061 ..	46.025
Philippine Islands	61,049 ..	164,599 ..	63,836
Java	— ...	107,364 ..	17,562

PARLIAMENT.

—o—

HOUSE OF COMMONS.

THE CEYLON PETITION.*

(March 20th.) Mr. GORST, in calling attention to a petition presented to Her Majesty by inhabitants of this island, and to a covering despatch of the Governor, said that the papers would disclose a very depressed state of things in the colony and a very angry feeling against the Government ; a refusal of redress by the Government, and an apparent determination on the part of the Governor and other persons to misunderstand the precise complaint of the colonists. Now, considering the great commercial importance of Ceylon, and its position in what some persons called the most central point of our Eastern Empire, discontent there was extremely inconvenient, if not dangerous. He did not ask the House to come to any formal resolution on the subject, but rather to act as mediators between the colonists and the Government, inducing the colonists, on the one hand, to withdraw any demand which they considered unreasonable, and on the other hand inducing the Government to accede to those moderate requests which met with the approval of the House. The grievances of the colonists had arisen out of the military expenditure in Ceylon, but the original question had developed into the wider one of whether the colony was to be governed in Downing-street or at Ceylon. The origin of the dissatisfaction was a despatch sent out by Earl Grey, as Colonial Secretary, in 1848, and confirmed by his successor, the right hon. member for Oxford (Mr. Cardwell), in 1859. It stated that the time had come when it was advisable to extend to the Legislative Council the control over the whole annual expenditure of the colony, and directed the passing of an ordinance permanently charging upon the revenue of the colony fixed expenses which had been paid without having been sanctioned by the Legislative Council. In accordance with the doctrines thus laid down, a sum of £15.000 was first applied, by order of the Secretary of State, and without having been brought under the notice of the Legislative Council, to the increase of the military allowances; and again, in 1864, without any previous communication with the colony, an order was sent out to increase the colonial contribution to the military expenditure from £30,000 to £54,000. Ten of the sixteen members of Council, being officials, considered it their duty to vote according to orders, and money which had been half appropriated to public works was transferred to the military chest. For the sake of testing the question, however, an item of £1,000 was not voted. Peremptory orders were then received from England that the decision of the Legislative Council was to be reversed, and the money paid; and it was paid, the official members themselves protesting that the Legislative Council was unnecessarily compelled to eat dirt, seeing that the Governor might have made the payment on his own authority. The hon. member went on to remark that an attempt had been made to station troops at Galle, where no barracks existed, merely in the hope that the colony would erect suitable barracks for their acccommodation. Indeed, it was apparently the main object of the memorandum to ascertain how much money could be got out of the pockets of the Cingalese. The people of Ceylon now appealed to the Imperial Parliament. What did the colonists ask? They did not ask for a review of the military expenditure. They were ready to pay the £170,000 a-year which it had been determined they ought to pay. They did not ask for a representative Government. There was not a word in any of their petitions that could be construed into conveying such a demand, while, on the other hand, they had over and over repudiated the idea that they made it. All they asked was that they might have in the Council as many non-official as official members. The existence of a Legislative Council in the colony induced people to think that the Governor and the Secretary of State were checked in the civil expenditure. But it was no such thing. The officials on the Legislative Council were instructed from Downing-street ; they were told how they were to vote ; and the result was that the Governor and Secretary of State might do as they liked in regard of the civil expenditure. He quite admitted that the Government should reserve to itself a power in the last resort; but it was one thing to have the votes of a Legislative Council under the direct control of the Government, and another and quite a different thing to have independent action in the first instance, a power being reserved to the Government to act independently of the Council if it appeared to the executive that it was necessary to do so. He wished to ask the Under-Secretary for the Colonies whether the Government would not do something to meet the wishes of the people of Ceylon.

Mr. WATKIN expressed his belief that the inhabitants of Ceylon would feel indebted to the hon. member for Cambridge for bringing their grievances under the notice of the House, and stated that it was his own intention on a future day to move for a select committee to inquire generally into the affairs of that colony. A respectful memorial, containing a temperate statement of their grievances, had been sent by the people of Ceylon to the Home Government, and the question was whether it had received the consideration to which it was entitled. Lord Grey proposed that Ceylon should have something in the semblance of representative Government, and the Council there must altogether be abolished, or such a participation must be allowed it in the power of levying taxes and expending the money as would give confidence to the taxpayers. The result of the present system had been unsatisfactory, because the question of education was going backward, public improvements were ceasing to be made, the police of the island was defective, and famine of a dreadful character had appeared at different times. He believed that all these evils proceeded from the circumstance that the people on the spot were prevented from taking a moderate part in the administration of their own affairs.

Mr. ADDERLEY said that what was asked for was that there should be a full control, free from all Government dictation, over local revenues in the colony, but such a system would be wholly irreconcileable with the condition of an Asiatic colony like Ceylon. It was impossible to give representative institutions to a colony which, by its position and condition, was an isolated part of India, and he always regretted that it was disconnected from India. He had laboured for more than twenty years to give representative institutions to all English communities, but it never entered his mind to suppose that an Asiatic community like that of Ceylon, which was most ignorant and uneducated, were fitted for representative institutions. He maintained that the Council was now far more liberally constituted than at first, when it had no financial functions whatever, but was the mere assessor for the Government. It had, however, since acquired sufficient power to control more than once the financial policy of the colony. The grievance, as stated by the hon. member for Cambridge, was not made out; for within the last few years the police establishment, which was so defective formerly, had been entirely remodelled, as had also the Post-office establishment, and public works had been largely extended. The fiscal department was entirely remodelled, and the laws amended by a new ordinance. The Education Department had been very much increased and improved. The Surveyor's department had been increased, and thirteen additional surveyors appointed. The expense of the civil establishments had been increased from £187,000 to £311,000. The revenue also had enormously advanced. The only ground of complaint was the military contribution which this country called on them to pay. At one time this country paid almost the whole of its military defences ; but after the report of the Select Committee on the military expenses of the colonies, a very different system was adopted with regard to Ceylon, as well as all our other colonies. India paid the whole of her civil and military expenses, and why should a different principle be applied to Ceylon ? They asked to have the appropriation of the revenue, and that it should not be directed by the simple instructions of the Colonial Secretary at home. That would be a total change in their constitution. They also asked that the unofficial members should be equalised with the official. If that proposal were adopted the Governor, on every question that came before them, would have to exercise a casting vote, and would thus be placed in a far more invidious position than at present. The statement of the hon. member who spoke last as to a million of revenue being spent according to the mere discretion of the Secretary of State was wholly at variance with facts. Two thirds of the revenue were not disposed of by instructions from home. One-fourth was placed absolutely at their disposal. Besides, while they asked more popular influence in the Council for themselves, the Cingalese population were overlooked. The interests of the natives were left to be guarded by the Government. If he could see his way clearly to give an influential body, consisting of the merchants and planters, a greater voice in the Legislative Council, so as to assist the Governor, they should have it ; but to give these gentlemen the controlling power, and to leave the Governor only a casting vote, would be unjust in itself, and would place the Governor in a most invidious position. He saw no advantage in a committee on this subject, because the House was already possessed of all the information that could be laid before it. He denied the grievance, and he thought he had shown that the remedy proposed was inadmissible under the circumstances. (Hear.)

Mr. CARDWELL agreed with the hon. member (Mr. Gorst) that all these questions about Ceylon derived their origin from the Select Committee of 1862, which reported that a much larger portion of the expenditure for the military defence of the colonies ought to be defrayed from local and not from Imperial resources. Not long afterwards an hon. member brought forward a practical proposal that Ceylon should again become, what it originally was, a part of the empire of India, which defrayed the whole of its own expenditure. When the news of this proposal reached Ceylon it was received with the greatest consternation, and the strongest

* Although somewhat out of date, we reproduce this debate because it forms the text of the article on "Colonial Governments and Military Contributions," at page 176.

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remonstances were made against it. The Governor of Ceylon did not think it became him to move in the matter, but an unofficial member of the Council took up the subject, and an address was agreed to by the Legislative Council and sent to England. They said that any such change as had been proposed would impede the progress and disturb the peace and prosperity of the colony. They stated that they were well satisfied with the existing form of Government, which secured a fair representation of the various interests of the colony. They spoke of the marked progress of the colony, and of the peace and good order which prevailed, and which strongly contrasted with its former troubled state. This change, they said, could only be attributed to the wise and liberal measures of the Home Government and to the judicious measures of the local administration, whereby enterprise had been stimulated and Ceylon had been raised to the rank of one of Her Majesty's most important colonies. The principle having been laid down that Ceylon, like our other Indian colony, should defray the whole of its expenditure, it was met by the immediate resignation of the whole body of unofficial members. The Colonial-office accepted their resignations, and found no difficulty in reconstituting the Legislative Council. A military commission of inquiry has since been sitting, and, although its report was not yet laid on the table, he believed that an arrangement had been made, in conformity with the demand made upon the colony to support its own establishments, which would be satisfactory to the island, and form a by no means oppressive burden upon its growing and improving revenue. If he had yielded to the request made to him he would have allowed these gentlemen to control not only the expenditure of Ceylon, but also that of the United Kingdom. And who were those who made this request? Sir Hercules Robinson, the Governor, stated in his despatch that the native population of Ceylon amounted to 2,336,000 persons. The Europeans only numbered 3,000. And by how many of these Europeans had the petition been signed? By 186 persons, comprising among them only 11 merchants and 53 proprietors of coffee estates. It appeared to him that the question of the constitution of the Legislative Council was one which might well be considered by the Government at home, with the assistance of the able Governor of the island.

MANCHESTER MARKETS.

The following on the Manchester Markets during the past month is from Messrs. Barbour Brothers:—

"The month has been a most perplexing one both for buyers and sellers. Influenced by the cotton rumours—though at intervals there has been a lull and a slight reaction—speculators have maintained their position, causing a further advance in prices, which rule now from 25 per cent. to 35 per cent. above those current at the beginning of the year. Some further large transactions have been entered into, forming in the aggregate a considerable business; these have been ostensibly for the larger Eastern markets, or still more freely on speculation. The exports to India and China continue on a large scale; they are, in plain cottons alone, up to March 16, in excess of those up to the same period of 1867, to Calcutta fully 119 million, to Bombay 54 million, to Hong Kong, 26 million, and to Shanghai 61 million yards. About this time last year a somewhat similar spirit of speculation manifested itself, which led to very heavy and serious losses before the year closed; it is not impossible the same result may be witnessed this year. While the anticipation of higher prices of cotton—through a comparatively short crop, and consequently relatively higher rates for the productions here—may justify an anticipation of real demand, there is no immediate prospect of such a short supply of the raw material as to warrant the speculative mania which is becoming more and more rife in this market, totally changing and demoralising its previous character, deranging all ordinary calculations, and promising sooner or later to prove highly injurious to its best interests.

In the Liverpool Cotton Market prices have been rapidly forced up, and are now about 1¼d. per lb. on Brazil and Egyptian, 1⅛d. on Surat, and 1¼d. to 2d. on American higher than at the beginning of the month. The estimated stock is now 391,500 bales, being an increase of 100,000 bales during the month, but a decrease of 252,800 bales compared with this time last year, while the quantity at sea for Great Britain from America and India also contrasts unfavourably, being only 332,000 bales, against 466,000 bales twelve months ago. The increase in stock during the month has been largely assisted by a discovery of 30,900 bales of East India and China cotton in excess of previous estimates; this, on actual stock-taking of these qualities alone; and it is certainly a matter of regret that means have not been taken to verify the estimated stocks of other descriptions."

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar 17	Huidekoper	Browning	Java	Off Dungeness.
— 19	Doesborgh	Spanderman	Macassar	Texel.
— 19	Sindbad	Kooy	Banjoewangie	Do.
— 19	Anna M. Wilhelmine	Haan	Do.	Do.
— 19	Drei Gezuster	Fischer	Batavia	Do.
— 21	India	Crawford	Colombo	Deal.
— 23	Ann Longton	—	Manila	Do.
— 23	Kestrel	Harding	Bankok, for Hamburg	Off Falmouth.
— 6	Ashburton	McDiarmed	Manila	New York.
— 7	Adelia Carlton	Talpey	Canton	Do.
— 8	Caduceus	Irvine	Manila	Do.
— 8	Fair Leader	Pearce	Shanghai	Do.
— 9	Banian	Chase	Amoy	Do.
— 9	Pauline	Thorndike	Yokohama	Do.
— 9	Lizzie	Reimer	Canton	Do.
— 10	Dilpussund	Jones	Shanghai	Do.
— 11	Ensign	Duncan	Do.	Do.
— 7	Naples	Hutchinson	Pasaroeang	Boston.
— 20	Therese	Meyer	Bankok	Cuxhaven.
— 11	Ione	Mathews	Colombo	New York.
— 12	Swanley	Meldrum	Yokohama	Do.
— 19	Stad Delft	v. der Waal	Batavia, for Rotterdm.	Off Dungeness.
— 16	Sumatra	Montechiaro	Sumatra	Gibraltar.

ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From	At
Feb. 7	Winslow	Forster	Hong Kong	Buenos Ayres.
Mar 22	Ormelie	Thomson	Samarang	Brouwershaven.
—	Cambridge	—	Rangoon	Queenstown.
Feb. 7	Amalia	—	Hong Kong	Valparaiso.
Mar 26	Ann Adamson	Hutton	Singapore	London.
— 23	Royal Bride	Watson	Rangoon	Bremen.
— 26	Panic	Blake	Singapore	Liverpool.
— 12	Margarita	Pederson	Foochow	New York.
— 12	Atlantic	Suhr	Hong Kong	Do.
— 13	Royal Berkshire	Grant	Shanghai	Do.
— 13	Wild Gazelle	Lewis	Do.	Do.
— 24	Californie	Wyn	Banjoewangie	Texel.
Feb. 13	Pacific	Hayard	Hong Kong	Valparaiso.
Mar 27	Bothwell Castle	Thyne	Singap. via Liverpool	Clyde.
— 17	Madura	Mathews	Shanghai	New York.
Feb. 5	William	—	Hong Kong	Monte Video.
—	Racer	Hughes	Bankok	Crookhaven.
Mar 20	Silome	Davidson	Shanghai	New York.
— 20	Feronia	Sullivan	Foochow	Do.
—	Florence Nightingale	—	Rangoon	Queenstown.
Apr. 3	Red Deer	Mills	Bankok	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar 20	Palm Tree	Cupper	Cardiff and Anjer	London
— 21	Lord Nelson	Blyth	Penang	Do.
— 21	Flora	Minto	Cardiff & Singapore	Do.
—	Kortenaar	Roevers	Batavia	Rotterdam
—	Hendrika	—	Java	Do.
—	Looling	—	River Amoor	Hamburg
— 17	Mary	Bolton	Hong Kong	Sunderland
— 20	Gloucester	Butcher	Galle	Cardiff
—	Iduna (barque)	—	Batavia	Dordt
— 20	Evelyn Wood	Jamieson	Shanghai	Sunderland
— 18	Eugenie (ship)	—	Hong Kong	Shields
— 18	Lucie	—	Yokohama	Havre
—	Maria Veronica	—	Batavia	Amsterdam
—	Peter	Mooi	River Amoor	Hamburg
—	Waalstroom	Driver	Padang	Amsterdam
—	Noach	Looyen	Batavia	Rotterdam
— 20	Palme	—	Do.	Off the Wight
— 21	Peru	Mollenhauer	Hong Kong	Newport
Feb 12	H. Upmann	Schwartz	Anjer	Rio de Janeiro
—	Copernicus	—	Batavia	Rotterdam
—	Galilei	v. d. Meer	Do.	Amsterdam
—	Wilhel. Gerhardina	Spier	Macassar	Do.
—	Min. Fr. v. de Putte	Bouwmeester	Samarang	Rotterdam
Mar 25	Diomed (s.)	Crompton	Maur., Penang, &c.	Liverpool
— 26	Georges	Varey	Shanghai	London.
— 24	John Wilton	Boutillier	Yokohama	Cardiff.
— 24	Arabia	Potter	Galle	Sunderland.
— 27	Havelock	Madden	Hng. Kong & Foochow	London.
— 25	Joliba	—	Singapore	Portland.
— 25	Nina	Marquese	Hong Kong	Cardiff.
— 25	Lady Head	Brown	Galle	Do.
— 25	Cresswell	White	Foochow	Sunderland.
— 28	Juanpore	Brown	Shanghai	London.
— 27	Nereid	—	Do.	Cardiff.
— 27	Europa	Heinson	Hong Kong	Do.
— 27	Lord Raglan	Edwards	Do.	Do.
— 28	Grecian Queen	Sharp	Galle	Southampton.*
— 26	Polly	Petherick	Singapore	Cardiff.
— 28	Olivier de Clisson	Jacob	Trincomalee	Do.
— 28	Gladiateur	Le Couteur	Singapore	Liverpool.
— 28	Windermere	Johnson	Hong Kong	Sunderland.
— 24	Red Coat	—	Do.	Cardiff.
— 27	Peru	Irving	Do.	Glasgow.
— 31	Sarah Scott	Riches	Yokohama	Cardiff
— 30	Bella	Turner	Hong Kong	Liverpool.
— 30	Stanley Castle	McDougal	Shanghai	Sunderland.
— 30	Luzon	Adamson	Hong Kong	Do.
—	Julie	—	Padang	Rotterdam.
—	Hoek v. Hollaud	Bakker	Java	Brouwershaven.
April 1	Burlington	—	Galle	Cardiff
— 1	Annandale	Westhoe	Do.	Do.
Mar 28	Tinto	Wilkie	Do.	Ardrossan.
— 31	Nantib	Prentice	Macassar	Glasgow.
April 3	Rollo	Toward	Shanghai	London.
— 3	Isles of the South	Davidson	Yokohama & Nagasaki	Do.
— 1	Zodiac	White	Singapore	Sunderland.

*After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama and Nagasaki: Contest. For Shanghai: Sir Harry Parkes, Weymouth, Lauderdale, Laurel. For Hong Kong: Invincible, Chetah, Corea, Princess of Wales, Finzel, John Lidgett. For Singapore: Dewa Gungadhur. La Plata, Carl Wilhelm, Minnie. For Colombo: Silver Craig, Fort Regent, Teviot, Ellenborough.

At LIVERPOOL.—For Shanghai: Wm. Turner. For Hong Kong: Veronica. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai, Copernicus (s.). For Singapore: Eastern Chief. For Manila: Trinidad. For Batavia and Sourabaya: Joutsen.

At GLASGOW.—For Singapore: Omba. For Penang: Mary Falconer. For Batavia and Sourabaya: Columba, Annie Story.

SPOKEN.

SUNRISE. Clyde to Hong Kong, under canvas, Jan. 18, 2 S., 127 E.
A SHIP, Cardiff to Hong Kong, Feb. 16, 7 N., 26 W.
MARIA LOUISA ANTOINETTE, Liv. to Hg. Kg., Feb. 12, 9 S., 29 W.
CHALLENGER (ship), bound to Foochow, Jan. 16, 42 S., 91 E.
MARY WHITRIDGE, London to Shanghai, Mar. 3, 13 N., 26 W.
VERONICA, bound to Ceylon, Mar. 4, 15 N., 26 W.
CHRISTINE (Prus. sch.), Hamburg to Nagasaki, Jan. 17, 13 S., 116 E.
CYON (?) (Pruss. ship), London to Hong Kong, Jan. 29, 7 S., 134 E.
No. 246, Sourabaya to Rotterdam, Jan. 12, 35 S., 20 E.
JOHANNA MARIA, Shields to Batavia, March 15, 46 N.
SERICA, London to Hong Kong, Nov. 12, 28 N., 18 W.
QUARTET, Batavia to Amsterdam, Feb. 23, 25 S., 6 E.
KAHLAMBA, Singapore to Liverpool, Feb. 25, 21 S.
GOODELL (Amer. barque), Liverpool to Japan, March 22, 45 N., 12 W.
MARGARITA, Manila to New Orleans, Jan. 21, 26 S., 5 E.

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HERALD, of New York, Manila to Falmouth, Jan. 12, 34 S., 32 E.
Laura, Macao to London, Dec. 17, 18 S, 88 E.
QUEEN OF THE AGE, London to Japan, Mar. 21, 50 ms. W.S.W. of Lizard.
ALPHINGTON, London to Singapore, Jan. 22, 38 S., 2 W.
HARRIET GRAHAM, New York to Galle, Feb. 6, 1 N., 23 W.
WHAMPOA, Banjoewangie to Rotterdam, Feb. 13, off Cape Recife.
AURORA AUSTRALIS, London to Shanghai, Nov. 28, 6 N., 27 W.
DEERFOOT, Shields to Hong Kong, Dec. 6, 15 S., 31 W.
A SWEDISH BARQUE, London to Penang, Nov. 20, 17 N., 26 W.
JOSEFITA ALMIRA (Port. s.), Pernam. to Macao, Jan. 30, 29 S., 26 W.
PRECIOSA, Cardiff to Shanghai, Feb. 12, 11 S., 28 W.
BLUE JACKET, of Jersey, for Hong Kong, Mar. 25, 20 miles W. of Lundy.
ELIZABETH, Sunderland to Batavia, March 9, 9 N., 25 W.
ALLENDALE (bq.), China to London, 68 days out, Jan. 20, 26 S., lon. 38.
J. H. SCHWENSON Foochow to Falmouth, March 22, 45 N., 24 W.
UNCLE TOBY, New York to Yokohama, Feb. 4, 26 S., 25 W.
KALAHOME, Singapore to New York, Feb. 6 (?), off Ascension.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are somewhat firmer, and ships are not quite so plentiful; coal freights from the Northern outports remain unaltered.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight, 35s. and 40s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, or meast. To Cheefoo: 45s. weight or meast. To Hong Kong: 40s. weight, 30s. meast. To Amoy: 45s. weight or meast. To Manila: 50s. weight or meast. To Singapore: 30s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Chefoo: £50. For Shanghai: £53. For Hong Kong: £44. For Saigon: £50. For Singapore: £33. For Batavia: £32. For Colombo, £33. For Galle, £36. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 10s. For Shanghai: £2 10s. For Chefoo, £2 12s. For Hong Kong, £2 2s. 6d. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 14s. For Galle, £1 4s. For Colombo, £1 8s.

The Admiralty have invited tenders for the conveyance of thirty-four tons weight shot, shell, &c., three tons measurement, paint, oil, &c., and deals 22ft. long, including a few combustibles from the Thames to Trincomalee.

CASUALTIES.

The Caduceus, Irvine, from Manila, arrived at New York, March 8, with bulwarks stove and sails spilt; she had been detained 14 days off Hatteras by N.E. gales.

The Dordrecht, Verhoeven, from Brouwershaven to Batavia, was in collision, March 20, off Dungeness, with the Freeman Dennis, lost anchor and broke figure head, besides doing the latter vessel considerable damage, the Dordrecht was afterwards supplied with an anchor at Deal.

The Grecian Queen, which sailed from Shields Feb. 22, for Galle, put into Southampton March 23, with jibboom carried away, figure head slightly damaged, and cutwater started, having been in collision March 22 off the Isle of Wight.

The Arlington, Kennebroke, from Cardiff to Shanghai, was in contact March 21, with the Dove, of Falmouth, about 40 miles N.N.W. of the Longships; the latter vessel almost immediately sunk; three men drowned, master and boy landed at St. Ives.

Advices from Mauritius, dated Feb. 5, state that the Zeemanshoop, v. Monnom, from Batavia to Rotterdam, which put in there, Dec. 28, leaky, had sold 1,890 bags of coffee and 121 cases sugar, and sailed again, Feb. 13, for her destination.

Advices from Batavia, dated Feb. 12, state that the A. E. Vida, (barque), of Hamburg, from Foochow to England, with tea, had put in there, Jan. 24, leaky, and would have to discharge and repair.

The Silome, Davidson, from Shanghai, which arrived at New York Mar. 20, had experienced a severe cyclone from the E., N., and S.W. Dec. 4 to 6, in 11 S., 102 E., during which she laboured very heavily and shipped large quantities of water.

MISCELLANEOUS.

Off ASCENSION.—Feb. 8, Jehangeer, from Shanghai; 13, Janetje, from Java; 14, Dannevirke, from Foochow; 15, Cleughs, from Colombo; 18, Alhambra, from Sourabaya; 25, Tyburnia, from Shanghai; 29, Waterloo, from Sourabaya.

At ASCENSION.—Feb. 3, M. Wood, from Java, and sailed 4 for Queenstown; 26, Chrysolite, from Yokohama, and sailed for New York; 29, Elize, from Saigon.

At ST. HELENA.—Feb. 19, Danl. Rankin, from Batavia, for Amsterdam 21, Newcastle, from Foochow, for London; Anazi, from Yokohama, fo New York; 24, Sea King, from Ceylon, for London; 27, Shelburne from Foochow, for London.

At MAURITIUS.—Jan. 23, Josephine, Jacobs, sailed for Galle; 26, Bien Hoa, Leveque, arrived from Saigon; 31, Lucie and Oriental, both from Saigon; Feb. 1, Whittington, Purdy, sailed for Galle; 2, Mary Shepherd, Croot, sailed for Galle; 6, Tamar (s.s.), Sullivan, from Algoa Bay, and left 8 for China; 14, Westborough, Skerry, sailed for Colombo.

At TABLE BAY.—Jan. 16, Java, sailed for Batavia; 28, Idaho, sailed for Japan.

At CALLAO.—Feb. 13, Lima, Meinhardt, sailed for China; 15, Providenza, Nettini, sailed for China; 20, Camilo Cavour, Astorquias sailed for Hong Kong.

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FIFTH REPORT,

Read at a GENERAL MEETING of SHAREHOLDERS, held at the BANKING HOUSE of the CORPORATION, HONG KONG, on FRIDAY, the 14th February, 1868; GEORGE J. HELLAND, Esq., in the Chair.

TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

Gentlemen,—The Directors have now to submit to you the general statement of the Corporation's affairs and balance-sheet, for the half-year ending on 31st December last.

The net profit for that period, including 14,188 dols. 81c. brought forward from last account, after defraying all outgoing and current expenses, deducting interest paid and due, and making provision for bad debts, amounts to 392,659 dols. 21c., of which, after taking out rebate on bills not yet due, and writing off the whole of the outstanding amount of preliminary expenses, remuneration to Directors, &c., there remains for appropriation 362,276 dols. 60c.

From the latter sum the Directors recommend the distribution of a dividend of 7 dols. 50c. on the paid-up shares, and of 1 dol. 50c. on the new shares, being equivalent to six per cent. for the half-year, or twelve per cent. per annum; this will absorb 180,000 dols., and of the balance the directors popose carrying 125,000 dols. to the reserve fund, and 57,276 dols. 60c. to the credit of new profit and loss account.

If the foregoing appropriation of profits be confirmed by the Meeting, the amounts paid as dividend for the whole year 1867 will represent 360,000 dols., being equal to twelve per cent., and showing an increase of 80,000 dols. over the total dividend (280,000 dols.) distributed for the year 1866.

The amounts carried to the reserve fund for the period embraced under this yearly review will aggregate 200,000 dols. (compared to 141,700 dols. carried to same account in 1866), raising this fund to 375,000 dols. on 31st December, 1867, equal to 12½ per cent. on the paid-up capital of the Corporation, independently of the sum of 57,276 dols. 60c. undivided profits, carried forward on the above date as already mentioned—thus making up a total net profit for the year 1867 of 617,276 dols. 60c. (or 20·57 per cent. on paid up capital), after deducting charges, expenses, and allowances of every description, and without including the rebate on bills maturing after 31st December; comparing favourably with the corresponding result of the previous year, which amounted to only 457,604 dols. 44c.

The Directors congratulate their co-proprietors on the above favourable results, and have much satisfaction in pointing out the steady development of the Bank's resources, as shown by comparing the principal items of the balance-sheet with the accounts published at the same period of last year; for example—on the 31st December, 1866, the deposits and notes in circulation aggregated 4,132 651 dols. 94c. On the 31st December, 1867, they amount to 6,279,121 dols. 25c. As these figures speak for themselves, the Directors have little to add to satisfy the Shareholders regarding the growing credit and prosperity of the Corporation.

The latter half of the year 1867 has been characterised by dulness of trade, and by great stagnation in local banking business; the demand for money was considerably under what it had formerly been, which accounts for the great increase of the Bank's cash balance on 31st December last, as contrasted with the amount on hand on the same date last year, viz., 3,952,968 dols. 37c. against 1,944,515 dols. 90c. It is to be hoped that a revival of general business may soon take place, and that the increased requirements of trade may develop new sources of profit.

The Proprietors are aware that the other banks have now returned to the system of buying and selling six months' sight bills, which they had abandoned during the greater part of last year, and in thus returning to the old established usance they have virtually sanctioned the reasons which induced the Corporation to keep aloof from a combination as detrimental to the general interests of trade, as it has proved to be to the interest of those banks who had initiated and participated in the change. Far from regretting it, the Directors view with pleasure the resumption by all of a practice calculated to benefit the mercantile community at large, and they find in the position which the Corporation has acquired in the meantime with its constituents, and in the considerable extension which it has occasioned to its exchange business, an ample compensation for the cessation of the temporary advantages which the Bank derived throughout last year, from being the only large operator on the market for six months' sight paper.

UNCALLED CAPITAL.

The Proprietors will no doubt be glad to hear that it is not the intention of the Directors to make any call on the 20,000 shares of the second issue during the whole of the present year.

By the terms of Clause VII. of the Ordinance of Incorporation, the Government would have the power to insist upon the balance, now unpaid of the subscribed capital of the Bank, being called up on or before the 15th of December, 1869, but the Directors do not see the probability of the Bank requiring more capital than has already been paid up; they have in consequence applied to the proper quarters for a modification of the clause in question, with a view to obtain a considerable extension of the period above mentioned, and the Directors are in a position to state that his Excellency the Governor has kindly recommended the matter for the favourable consideration of the home authorities.

SHARES—LONDON REGISTER.

A Register for the transfer of shares has been opened at the London Office of the Bank, and in virtue of recent arrangements the shares of the Corporation are now negotiable on the London Stock Exchange.

RESERVE.

The Directors have decided upon investing the whole of the reserve fund in Government Securities, and, in addition thereto, an amount of £100,000 is to be converted into Indian Government paper, and appropriated to the general working of the Bank's Agencies at Bombay and Calcutta, as an available margin or deposit and means of credit, to facilitate operations in that direction, which are daily increasing in importance.

AGENCIES.

Special Agencies of the Corporation are in course of formation at Calcutta and Hankow, to be entrusted to the charge of two well tried officers of the Bank, under specific instructions emanating from the Head Office.

DIRECTORS.

Mr. George J. Helland has been appointed Chairman, and Mr. George F. Heard Deputy-Chairman of the Court of Directors, in consequence of the resignation of Messrs. Woldemar Nissen and Arthur Sassoon, on their departure from the Colony. Messrs. Thomas Sutherland and C. T. Smith having also, for the same reason, resigned their seats at the board, three of the vacancies have been filled by the election of Messrs. J. B. Taylor, Sol. D. Sassoon, and A. Joost.

According to the provisions of the Deed of Settlement, the term of office of two members of the Court, Messrs. W. H. Foster, Jun., and J. Menke, expires this day, but these gentlemen are eligible for re-election, and offer themselves accordingly.

AUDITORS.

The Directors have great pleasure in proposing the re-election of the present Auditors, the Hon. Phineas Ryrie and Mr. W. C. Hunter.

MANAGEMENT.

The Directors wish, in closing this Report, to record their entire satisfaction with the zeal and efficiency with which the Managers and all the subordinate officers of the Bank have discharged their duties during the year 1867.

The services of Mr. Victor Kresser, as Chief Manager, and of Mr. David McLean, as Manager of the Shanghai Branch, have been secured for a further period of three years, and the Directors take this opportunity of acknowledging that the eminent qualifications displayed by these two gentlemen, and their untiring exertions, have greatly contributed to the success of the Bank.

GEORGE J. HELLAND, Chairman.

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Amoy, 16th December, 1867.

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W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

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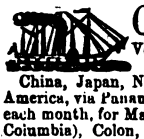

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Shanghai	Corea	A1 14 yr.	L.D.	April
Do.	Sir H. Parkes	A1 13 yr.	W.I.D.	April
Kanagawa	Contest	A1 14 yr.	W.I.D.	with des.

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GELLATLY, HANKEY, SEWELL and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Docks.	Dates.
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Do.	Tiverton	AA 1	E.I.D.	April 25.
Calcutta	Leicester	A1 16 yr.	E.I.D.	April 20.
Do.	Trevelyan	AA 1	E.I.D.	April 25.
Shanghai	Laurel	A1 13 yr.	E.I.D.	April 18.

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Colombo...	Silver Craig		A1 13 yrs.	W.I.D.	Do.
Do. ...	Fort Regent		A1 10 yrs.	W.I.D.	Do.

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DIRECT for BOMBAY.—The fine British-built clipper ship BRAUNSTONE, A1, 1,011 tons register; THOMAS OWEN, Commander; East India Docks. This splendid vessel, built in 1864, and metalled in August, 1867, is noted for her fast-sailing qualities, and well-known for the good order in which she invariably delivers her cargoes.

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To sail on the 15th of April.

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Vessels loading outwards, March, 1868:—

In London, "Dewa Gungadhur," "Carl Wilhelm," "Minnie."
In Liverpool, "Iron Queen, Eastern Chief."
In Glasgow, "Omba."

The increasing demand for accommodation at the Company's wharves is shown by the following figures:—

Registered tonnage alongside in the respective months of 1867.

January	7,577 tons		August	10,671 tons
February	9,493 ,,		September	12,160 ,,
March	7,852 ,,		October	11,327 ,,
April	7,863 ,,		November	14,966 ,,
May	8,919 ,,			
June	10,667 ,,			111,527 tons
July	10,532 ,,			

The wharves came into full operation in August last, since when the following vessels loading general cargoes for Singapore from Great Britain have guaranteed discharge at Tanjong Pagar:—

London.	Liverpool.	Glasgow.
Eastern Star.	Harvest Home.	Kate Carnie.
James Paton.	Prince Arthur.	Annie Main.
Alphington.	Ajax (s.s.)	Kinfauns Castle.
Doon.	Panuco.	Huntly Castle.
Belle of Southesk.	Mosstrooper.	Edinburgh Castle.
Ocean Belle.	Agamemnon (s.s.)	Lochlevin Castle.
Dewa Gungadhur.	Mary Nicholson.	Omba.
Carl Wilhelm.	Achilles (s. s.)	
Minnie.	Iron Queen.	
	Eastern Chief.	
	Diomed (s. s.)	

The new Graving Dock will be shortly ready for occupation—length, 450 feet; width of entrance, 65 feet; depth of water on sill at spring tides, 20 feet.

Workshops fitted with new and entensive machinery are now open; repairs necessary for ships or steamers can be promptly executed.

Copies of the Company's tariff, and any other information required, may be had of the London Agents,

MACTAGGART, TIDMAN, AND Co., 34, Great St. Helen's, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 6, 1868.

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PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 278.] LONDON, WEDNESDAY, APRIL 8, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	Feb. 13
Yedo	—	—	Feb. 14
Yokohama	Dec. 10	Feb. 8	Feb. 15
Nagasaki	—	—	Feb. 14
Hakodadi			
CHINA — Peking			
Tien-tsin	—	—	Feb. 2
Chefoo			
New-chwang			
Hankow	—	—	Feb. 16
Kiu-kiang	—	—	Feb. 17
Chin-kiang			
Shanghai	Dec. 26	Feb. 8	Feb. 24
Ningpo	—	—	Feb. 18
Foo-Chow	—	—	Feb. 20
Formosa—Tamsuy			
Amoy	—	—	Feb. 21
Swatow			
Hong Kong	Jan. 10	Feb. 22	Mar. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Dec. 26	Feb. 14	Feb. 19
COCHIN-CHINA—			
Saigon	—	—	Feb. 22
SIAM—Bangkok	—	—	Feb. 13
BORNEO—Labuan			
Sarawak	—	—	Feb. 17
JAVA — Batavia	—	—	Feb. 29
MALACCA STRAITS—			
Singapore	Jan. 24	Mar. 2	Mar. 7
Penang	Jan. 26	Feb. 29	Feb. 28

The next inward P. and O. mail, with Hong Kong dates to March 11, will be due on the 20th inst. Telegrams in advance of it will be found in another column.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Poonah, from Southampton, April 4.—To Yokohama: Quartermaster Hyde. To Hong Kong: Mr. J. H. Ellis. To Ceylon: Mr. Byrde, Mr. and Mrs. Byrde and child.

Per P. and O. steamer Tanjore, from Marseilles, April 12.—To Shanghai: Mr. E. J. Hogg, Mr. and Mrs. M. Smith and two daughters. To Hong Kong: Mr. Barretto, Mr. Crosley, Mr. R. Gillison, Mr. E. Hodgson, Mr. H. Chambers. To Singapore: Mr. Sandenberg Mathiese, two ladies, and three children. To Batavia: Mrs. Wiederholt, daughter, and governess, Mr. A. G. T. Marx. To Ceylon: Mrs. Mais, Mr. A. Reeves, Mr. E. E. R. Wiggin, Mr. J. S. Findlay.

Per P. and O. steamer Delta, from Southampton, April 18.—To Yokohama: Mr. W. Lane, Mr. J. Liddall. To Singapore: Mr. and Mrs. W. R. Scott and three children, Mr. A. Luke. To Ceylon: Mr. J. F. Wingate.

Per P. and O. steamer Ripon, from Marseilles, April 26.—To Yokohama: Mr. P. Stein. To Hong Kong: Mr. G. B. Cadell, Mr. Linstead, Mr. de St. Croix, Mr. R. S. Walker. To Ceylon: Mr. C. J. Scott.

From Suez.—To Hong Kong: Mr. A. Thomson.

Summary of News from the Far East.

JAPAN.

THE NEW PORTS.

By this mail we have news from Osaka and Hiogo to the 13th February. Everything was perfectly quiet, and the natives were fast returning to their houses and recommencing business. The conclusion of the struggle was the formal resumption of power by the Mikado. On the 8th February an envoy from his Imperial Majesty the Mikado was received by the foreign Ministers, and announced to them that a new system of government had been established, by which the office of Shiogoon was abolished. The Mikado himself henceforth takes direct and entire charge of the Empire. Satsuma and Chiosiu have been ordered to take charge of the foreign settlements, and the strictest orders have been given to avoid any collision with us.

New Custom-house officers will be appointed in the course of a few days at Hiogo, and the Ministers have been invited to return to Osaka. The quarrel with Bizen has been happily adjusted by an apology, the Japanese ships seized have been given up, and the foreign force landed has returned on board our men-of-war. It is fully expected that trade will shortly revive.

Besides this, which is authenticated by proclamation, it is stated on good authority that the Mikado's officers will shortly take charge of the Custom-house and town of Yokohama. Whether Stotsbashi's party can resist these radical measures of change remains to be seen.

The foreign Ministers have been invited to go to Kioto, and it was believed that they would proceed thither in a few days to settle the details of the new treaty.

Detachments of troops were being made to operate against the scattered possessions of the Tokokawa family in the south. It was also expected that Stotsbashi would be immediately proclaimed an outlaw and rebel, a proclamation which the foreign Ministers will be asked to accept.

YEDO.

Our latest news from Yedo amounts to nothing more of any consequence than we have already published. Since his arrival there the ex-Shiogoon has remained shut up in the women's quarters of the castle, strongly guarded, and every possible precaution is being taken against a sudden attack or fire; the city's defences being strengthened, and numerous ward gates which had been destroyed being restored. Stotsbashi is despatching foreign steamers to various points on the coast to pick up such portions of his scattered troops as can find their way to the appointed rendezvous, and is concentrating all his force in Yedo alone. He appears determined to make a stand, and it is reported that he will immediately invite the foreign Ministers to return to this part of the country.

The prospects for the spring are therefore certainly warlike, and consequently detrimental to trade.

YOKOHAMA.

The French mail delivered this morning brings no later news than that received on the 6th instant, but by it we have some local papers giving fuller details of the recent events. The outward mail of Dec. 10 arrived on the 8th February, but her news had been anticipated by the arrival on the previous day of the P.M.S.S. *China*, with cable telegrams from London to the 13th December. The following is from the *Japan Times*:—

There appears to be little doubt that the burning of the *Ninomaru* at Yedo was the first burst of the flame of civil war. We have every reason to believe now that this was done by a band of Satsuma's men, to effect the rescue of the sister of their chief, as we described the affair in our last. The destruction of Satsuma's palaces was the immediate result, and the Government story of their occupation by a horde of masterless banditti was a "story" in the school-girl's sense of the word. The escape of a part of the Satsuma men and the naval duel which followed we have already recorded. The next move here was the burning of Kanagawa. This occured on the 31st January, and is attributed to accident by the Yedo authorities. Our information leads us to a different conclusions. Strangers had been in the place all the morning, whose account of themselves was singularly deficient

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in detail, though there appeared no sufficient reason for putting them under arrest. Meanwhile the wind got up, and about two P.M. had increased to a stiff breeze. Suddenly flames were seen from our side of the water to burst out almost simultaneously in four places at once—the last outbreak being to windward of the others. The long single street between a bluff and the seashore, which compose the town of Kanagawa, was in a blaze in an incredibly short space of time, and steadily the fire crept on along the numerous villages which line the Tokaido on the way to Yedo, until fully three miles of houses were burning. An avenue of trees, where Mr. Richardson met his death in 1862, and a space of open ground fortunately made a gap in the long line of dwellings, else the fire would have swept away everything along the road until stopped by the river Logo, six miles farther on.

The spectacle, as seen from our side of the bay, was grand in the extreme. In seven hours about fourteen hundred houses had been destroyed, extending along nearly three miles of road. The distress of the population thus suddenly in a black frost turned out into the bare fields will be imagined as something horrible, and the fact that no one was found frozen dead the next day will be matter of surprise to those who do not know the Japanese. Used to being burned out periodically, they have discovered that an efficient *tente d'abri* can be formed by setting up a pair of shutters edge to edge over a mat, with another to the windward end of the structure. Under such shelter, hardy people like these can pass a night or two without much inconvenience. One remarkable feature in the desolate picture, which could not fail to strike the most careless observer, as he rode over the mounds of calcined tiles and gray wood ashes, was the way in which the Japanese godowns had stood. With the exception of three or four at most, out of more than a hundred and sixty, these admirable little mud-built storehouses were uninjured by the fire. In them a great amount of property must have been preserved.

On the day following the fire, a few charitable gentlemen got up a subscription in Yokohama for relieving the sufferers, and in a few hours some $2,000 were collected, which were most judiciously expended in blankets and rice and this timely help was very thankfully received. In the present state of political affairs it is unlikely that the town will be rebuilt for some time.

Meanwhile, at Osaka, events of far more importance were in progress. A short campaign of a week had completely destroyed the prestige of Stotsbashi. He risked an attack upon Kioto, which commenced on the 27th ult., was beaten, after three days' hard fighting, outgeneralled, outflanked, and compelled to make a hasty and, as the result has proved, a most disastrous flight. He left the castle of Osaka during the night of the 31st and got on board a foreign man-of-war, thence to his own ship the *Kayo-maru*, and ultimately reached Yedo on the 4th of February. The foreign Ministers and residents left Osaka and retired to Kobe, and for some hours the place was in the hands of an uncontrolled mob. The Southern Daimios' troops, however, marched in and restored order, not, however, before the castle had been burnt and some considerable damage done in other quarters of the town. The ex-Shiogoon having thus abandoned his post and his Governor of Hiogo and the very Custom-house officers from Kobe having arrived here as refugees, it was evident that so far as the new ports and the foreign settlers were concerned, no Japanese Government existed to treat with. Our latest intelligence at the moment of writing is that his Imperial Majesty has offered to accept the treaties of 1868, made with the Shiogoon as if made with himself, that, *nomine mutato*, he will observe their conditions and all the subsequent conventions, tariffs, and arrangements, that the foreign Ministers had accepted the proposals, that the Mikado's officers were consequently on the point of taking charge of the foreign settlements at Osaka and Kobé, and that Nagasaki had also been taken possession of without much trouble in his name. The question of the day unsolved is—"Will 'Stotsboshi resist the Mikado's officers when they appear here to do as they have done in the south?" The French Minister is in Yedo, and his colleagues are all at Osaka; we are paying duties in Yokohama to Stotsbashi, in Kobé to the Mikado. Which of our allies are we to maintain against the other? We doubt the southern Daimios venturing to follow up their successes by attacking their foe on his own ground, and Stotsbashi is certainly not yet prepared for an attempt to recover his lost position, nor to accept that of a rebel against the Mikado. It is fortunate for us, at all events, that both sides are friendly to foreigners, anxious to conciliate, fearful to offend, willing to trade.

In our last we announced the formation of a new Government by the Mikado, from which Stotsbashi, our quondam ally, was altogether excluded—the office of Shiogoon being, in fact, abolished. It is possible that this information has been received at home with the same incredulity as discredited our announcement of the abdication of Stotsbashi. The result proves, however, that we have again been able to tell the foreign representatives and the public something more than our "ally" of Yedo had thought fit to make "officially" known. Official information, by the way, has led the Home Government into one pretty particular mess. The reception royal with honours, at Windsor, Malta and elsewhere of Stotsbashi's little brother whose relative rank, even when Stotsbashi was Shiogoon, was never higher than that of a cadet of the house of Buccleugh or Somerset, is a ludicrous mistake at which all the East is laughing. Now, Stotsbashi having abdicated the Shiogoonate, being excluded from the new Government, and shortly, perhaps to be reduced to his original position of a landless noble, without following or means, Mimbutaiyu's position becomes very unpleasant. They cannot well call him an impostor because the royal honours on false pretences which he received were thrust upon him: it is of very little use his coming home—what is he to do? Perhaps Her Majesty will give him a clerkship in the Foreign-office, or send him to the London University.

The health of the settlement is good. The weather has been rather severe, some snow having fallen.

NAGASAKI.

Nagasaki has been delivered up by the late Shiogoon, at the order of the Mikado, to Chosiu, Satsuma, and Owari.

On the 6th February H.B.M.S. *Serpent* arrived from Hiogo with the intelligence that hostilities had actually commenced between the Satsuma men and Government troops, and that foreign Ministers and Consuls at Osaka had evacuated the place and sought refuge on board ship at Hiogo. On the strength of this information and in view of danger that might arise to life and property here, the Consuls of all the Treaty Powers and the commanders of H.B.M. ships *Icarus* and *Serpent* held a meeting and arranged a code of signals and appointed a place of rendezvous to be used in case of emergency. On the following day the English Consul received information from a reliable source, to the effect that eighty ronins had entered the native town and intended burning the Governor's house and Government godowns, after which they might probably make a raid into the foreign settlement. The commanders of the men-of-war were communicated with, and a force of 160 men landed from the *Shenandoah*, *Icarus*, and *Serpent* and occupied an open space of ground between the native town and foreign settlement. A fight took place at the Governor's house between Satsuma, Geshiu and Tosa men and the soldiers on guard. The latter were soon dispersed, and the Governor with most of his attendants, their wives and families, and all Yedo officials withdrew and placed the care of Nagasaki in the hands of Hizen and Chikuzen for the time being. Tosa's flag is now floating over the Government-house. The Custom-house is still open, and appears to be under the sole charge of a few Nagasaki officials; 300 of Satsuma's men are on their way to take charge of the place and maintain order if possible. Danger to the foreign community, with the precautions adopted, there is none, whichever side wins. The results to be dreaded and provided against are fire and murderous attacks on individuals promenading the streets of the town.

The most extensive fire which has taken place here for many years broke out in the native town at 2 A.M., on the morning of the 3rd of February, and raged with extraordinary violence until 10 A.M. Houses (and merchandise of considerable value), chiefly occupied and owned by officers and the better class of merchants, have been destroyed. About two acres of ground were swept of everything, with the exception of a few fireproof godowns, some of which, even after the fire was subdued, burst into flames, in consequence of the great heat to which they had been previously subjected. One or two lives were lost, and a few accidents occurred. The wind was fortunately light. Had it blown stronger Decima would have stood in great danger.

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CHINA.

SHANGHAI.

From this port we have advices to the 24th February (four days later), but no news of any importance.

The *Supreme Court and Consular Gazette* states that the news with regard to the interior of China is of a more peaceful nature than that hitherto to hand; a gentleman who has just arrived from Tientsin, from which place he made the journey overland to Chinkiang, reports that, according to native information, the province of Shantung is at present free from the Nienfei; and that Li-Hung-Chang is said to be at Cheening-cho, in Shantung, where he has from 150,000 to 200,000 troops. He has also seven Europeans with him, and Dr. Macartney has lately visited him, and will be returned to Nanking about a week hence. The Nienfei are reported to be at Kaichow in Chili, and are stated to have passed through the province of Shantung, without inflicting much cruelty on the inhabitants, though they destroyed a few houses and beheaded a small number of each village. A number of native militia who had been stationed in the capital of Shantung were returning to their homes, their services being no longer required. This last circumstance looks as though further troubles were not immediately expected; but we hear that the condition of people is miserable in the extreme.

At Hankow an important meeting of Consuls had taken place with reference to the failure of the Customs' Bank, by which foreign (chiefly British) merchants lose upwards of $400,000. It has not resulted in anything, as the Taoutai has simply refused to take any steps in the matter. It is surmised by one of the local papers that the failure has been a planned thing in retaliation for the losses suffered by the Chinese through the failure of Mackeller and Co.

The following items are from the *Shanghai News Letter*, an organ of American opinion, published monthly for transmission to America by the Pacific mail steamers:—

The British naval authorities have finally taken possession of their new purchase, the Shanghai Wharf Company's property at Pootung (opposite the lower limits of Honque), and the *Acorn*, hospital ship for the men-of-war, was moved down there, from her old position off the Bund, on the 12th Feb. The property now owned by the British Crown comprises two splendid wharves with several hundred feet of water frontage, also large godowns and a long range of buildings suitable for naval purposes, all cut off from Chinese grounds by a substantial corrugated iron fence. The price paid for the whole property was but taels 25,000! Nothing has yet been done by the United States Government towards securing a naval station in the East; the purchase of lands for that purpose at Woosung, as suggested by certain journals in America, might be consummated but only at a great outlay, and far beyond the above figures to make the position tenable. By the last European mail it was intimated that Prussia may become the owner of Formosa Island by purchase! As France and England have already secured a foothold in this quarter, such an intimation as the Prussian Government may choose to make towards occupying Formosa cannot at present be gainsayed by any European Power, or refused by the Imperial Government of China; therefore it remains for the U. S. Government to determine upon their course of policy in the East, whether, after planting the American flag in Alaska and on the West India Islands, they will give American commerce and interests in China the benefit of its presence on one of the islands in the China seas, a consummation devoutly to be wished, and of paramount importance; or will the golden opportunity be allowed to pass, and to other and less influential Powers of the world be given the enviable means, if so inclined, of checking or thwarting the course of American trade across the Pacific?

It is reported that there will be no P.M. steamer leaving San Francisco in February, much to the disappointment of those who were depending on the *Colorado* for the next coming boat. The *Japan*, it appears, had not at last advices left New York, and as her departure has been unavoidably postponed, she is likely to come out via Cape Horn and San Francisco, instead of as contemplated, via Cape of Good Hope and the Indian ports. The P. M. S. S. Company are therefore unable to carry out their monthly engagements as expected, and the next outgoing steamer for San Francisco will not probably leave here with the mails before the middle of April; the next boat over being the *Great Republic*, to leave San Francisco the 6th March. Thus it will be seen that for the second time since October last we shall be unable to issue our paper as contemplated—*i.e.*, regularly once a month. It is not, however, for this reason that we allude to the subject, but we would beg to intimate that these irregularities are real grievances, not only to the travelling public, who do not like to have their well-laid plans marred in this manner, but to the business community generally, who cannot give that confidence and support to a line that promises what it cannot perform.

The following is the *personnel* of the Mission from China to the treaty Powers, which starts by the Pacific Mail steamer for San Francisco:—His Excellency the Hon. Anson Burlinghame, High Minister Plenipotentiary and Envoy Extraordinary; J. McL. Brown, Esq., First Secretary of Legation; M. de Champs, Second Secretary of Legation; their Excellencies Chih Ta-jen and Sun Ta-jen, High Ministers of the second rank, attached to the Mission to learn and qualify themselves in the modes of diplomatic intercourse, and to assist Mr. Burlinghame in his communications with the Chinese Government; six student interpreters, two of whom have studied and speak English with considerable facility, two have studied French, and two Russian; two writers, a native doctor, and about fifteen servants.

Advices from Tientsin, dated February 2, state:—"The Peiho river at Taku is now quite open, a strong easterly gale having broken up the ice. The winter has been mild, with indications of an early resumption of business. Much snow has fallen, which is considered good for the coming crops. American Drills are at 4.8 taels nominal. Jeans, 4.2 taels; 8.4 Grey Shirtings, 2.7.5 taels; 8.4 lb. T-Cloths 2.4.5 taels."

HONG KONG.

The Messageries Imperiales steamer having been delayed by the non-arrival of the boat from Shanghai, brings news to March 1, three days later. There is no local news of interest, and the Hong Kong papers are entirely filled with intelligence from Japan, the Hong Kong races, and police reports.

The *China Mail* of Feb. 29 says:—"We understand that the new hotel was opened to-day, and that his Excellency and Lady MacDonnell graced the inaugurative tiffin with their presence. The company was a numerous one, and included many ladies. Speeches were made, his Excellency's being singularly remarkable, we are informed, for wit, good taste, and humour, as might have been expected on such an interesting occasion."

Referring to the instructions received from home regarding the revenue arising from the "gambling ordinance," the *Mail* says:—"No attempt has been made to punish open gambling, unless it happened to be unlicensed, and in such cases, when proved, delinquents have been fined 100 dols.; so that the Governor derived a double revenue from gambling—from its unlicensed as well as its licensed practice. The Duke of Buckingham has prohibited his Excellency from using any of the money thus derived for any imperial or colonial purpose, and thus declares his perfect concurrence in the views of those persons who in Hong Kong protested against the disgrace his Excellency has inflicted upon this colony." The *Daily Press*, on the other hand, says:—"All the money which has been coming in month after month from the gambling-houses has been locked up and made no use of; and even now, when we want all manner of things—a new Praya amongst the number—we are told to look on this money as unavailable. Wherefore, in the name of common sense, is it to be tabooed? Is it that a dollar coming from a gambling-house is polluted so as to carry a sort of moral infection, which would pollute stones of a sea wall for which it paid, and have a tendency to soften the mortar? Surely in that case a banker could be found sufficiently indifferent to sentimental finance to change the dollars for others for a trifling consideration per cent. If the infected dollars are left in the Treasury, moreover, will they not communicate their mysterious and subtle disease to the subsidiary coins which may be there? . . . There are two alternatives to choose from in connection with that $130,000. If it has been wrongfully accepted from the gambling-house keepers (whose pecuniary welfare the missionaries and the Duke seem so anxious to promote), it ought to be given back to them. We should like very much to see the people in favour of that course after the results have so abundantly justified the existing policy as a measure of police. If it ought not to be given back to them, it ought, of course, to be applied to some useful public purpose."

We learn from Canton that the execution of the coolie Poon

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Ashang, who murdered his master, Sheik Ahmed, on the 29th December last, took place opposite the residence of his victim on the afternoon of the 27th February. The Poon-yu Magistrate, and Mr. Mayers, H.M.'s Vice-Consul, superintended the execution, and a large number of the Canton residents witnessed the dread ceremony.

STRAITS SETTLEMENTS.

SINGAPORE.

We have advices from this port to March 7th, three days later. The following items of news are from the *Singapore Daily Times*:—

We have been informed that a respite has been granted by his Excellency the Governor to the condemned leaders of the Toh-Peh-Kong Society—pending a report from the Recorder of Penang, Sir W. Hackett, as to the nature of the evidence and the justice and propriety of the sentence (which, from the verdict of the jury, he had no other alternative but to pass) being carried into effect. We are given to understand that if they are not executed the only other alternative is to transport them for life. It seems that they are all British subjects, and that therefore they cannot be deported.

A meeting of the Chamber of Commerce has been held to consider the new contract for mails between this port and Calcutta entered into by the Indian Government with the British India Steam Navigation Company. The old contract expired in September last, but has been continued provisionally to date. The subsidy paid under it by the Indian Government was Rs. 7,500 per mensem. Of this the Straits Government was debited with Rs. 1,000 per month. But the debit was nominal almost, for if the Straits revenue could not pay this Rs. 1,000 the Indian Government did. Now we are on a different footing. We have started in business ourselves and must pay our own way. Some correspondence has passed between this and the Indian Government on the subject. It appears that the terms of the contract have been settled by the latter, and that no alterations can now be made; for to a suggestion of the Straits Government that the duration of the contract should not extend over three years, the reply is that it came too late. The matter, therefore, appears to be settled, and it is a mere matter of form to ask the opinion of the Straits community. Nevertheless, the Chamber resolved to repeat its objection to a five years' contract, and to press the importance of there being no change of steamer between this and Calcutta. There is not much difference between the old and new contract, but the latter gives some advantages to the public which we may briefly enumerate.

The Governor-General has power to make the line to Singapore leave Calcutta every fourth week instead of once a month as heretofore. The rate of speed required has been raised from seven to seven-and-a-half miles per hour. The steamers will reach Singapore about the 7th and sail on return voyage about the 11th of each month. The lines between Calcutta and Akyab, and between Calcutta and Maulmain, &c., are all fixed for starting on certain days of the week now, instead of on fixed days of the month. In the copy of the contract which we have seen, the schedule of rates of passage money and freight are excessive, but we have been informed that they have reference only to the Government of India, and, as a matter of fact, are much less in practice in the Straits. The new contract ends on 31st December, 1872, and has therefore now four-and-three-quarter years to run.

The latest Singapore grievance is the want of a band. The *Daily Times* says:—Why has Singapore not got a band? It is perfectly intolerable to think of. What is the good of our Esplanade without a band to play upon it? The band-stand on it is a mockery and a delusion. We are paying £60,000 a year for military, while Hong Kong pays only £20,000. They have a band while we have not. As we are victimised to such an alarming extent, let us at least try and get some amusement if nothing else for our money. Let us insist on the august Secretary of State for the Colonies sending us out a full band with big drum and everything complete. This is not much to ask for after giving away such a pot of hard dollars. We hear some talk of the Strait Settlements being saddled with the endowment of a bishopric. We can do without a harmless old gentleman in silk stockings, apron, and shovel-hat very well yet-a-while. Moreover, we do not think that Singaporeans are particularly ritualistic, and they might get such another bishop as Bishop Milman in Calcutta, to breed division among the faithful, with his waving censers, embroidered altar-clothes, reredoses (whatever they may be), and the other absurd mummeries and ridiculous tomfooleries characteristic of High Churchism. But we cannot do much longer without a decent band. When Government-house is finished (and it is making rapid progress), where is the music to come from for the public opening ball? It will never do to be content with the Malacca fiddlers, who do very well for clubs and private parties, but will be utterly undignified, incongruous, and out of place in the stately marble halls of Government-house."

MESSRS. MACKELLAR, GORDON AND CO.'S BANKRUPTCY.

We are glad, to see from a report which has reached us of proceedings in the Hankow Bankruptcy Court, *re* Mackellar, Gordon and Co., that Mr. Mackellar has received his discharge. It is quite clear that Mr. Mackellar was in no way responsible for the reckless trading of the firm in which he was a partner, and therefore he is justly exempt from the penalty attached to the fault. The creditors' assignees, sharing this impression, made no opposition to his application for discharge, which was granted unconditionally. We take this opportunity of correcting an error in our report of some proceedings in this case, that appeared in the *London and China Telegraph* of the 27th Nov. last. The error consisted in an extract from Mr. Gordon's defence being, by accident, wrongly headed "Extract from Mr. Mackellar's defence." Our attention having been drawn to this mistake, we gladly make the only *amende* in our power; it is not likely, however, to have been injurious to Mr. Mackellar, as it is well known that he was not in China at the time the defence was made, or in fact during any of the bankruptcy proceedings; and further, that the acts therein defended were in all respects contrary to the principles on which he himself had laid down before leaving Hankow, and to the injunctions subsequently transmitted to his partner.

COMMERCIAL POSTSCRIPT.

At the meeting of the Agra Bank held yesterday (Mr. James Thompson in the chair), the report of the directors, noticed at some length in our last issue, was adopted, after some discussion and certain points to which objections were offered had been satisfactorily explained by the chairman. At a meeting of the Agra and Masterman's Bank, held subsequently, a resolution was agreed to taking the liquidation out of the hands of Mr. Cannan and placing it in those of the shareholders' committee, and offering Mr. Cannan £5,000 for his personal services, apart from costs out of pocket.

The bar silver by the West India steamer has been sold at 5s. 0⅝d. per ounce, showing a rise of ⅛d. compared with the price current during the last few days. The advance has been chiefly caused by the recent important rise in cotton. The Mexican dollars by the same packet have been disposed of for refining purposes at 4s. 11⅛d., being likewise ⅛d. better.

LATEST TELEGRAMS.

(RECEIVED VIA GALLE, APRIL 6.)

JAPAN.

HONG KONG, March 11.

Intelligence has been received from Japan of a pacific character. There is a probability of arrangements being concluded whereby Stotsbashi would surrender the functions of Government.

CHINA.

HONG KONG, March 10.—Total export of tea, 112,000,000 lbs.

SHANGHAI, March 5.—Tea.—Little obtainable; prices advancing.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

THOREL—On the 7th Feb., at Yokohama, the wife of Mr. Charles Thorel, of a son.

BOYD—On the 11th Feb., at Yokohama, the wife of Mr. W. D. Boyd, of a daughter.

MARRIAGES.

HUTCHINGS—BECKETT.—On the 1st Feb., at Swatow, by G. W. Caine, Esq., H.B.M. Consul, Mr. Francis Hutchings, of Exeter, Devon, to Miss Emma Beckett, of Great Marlow, Bucks, England.

DEATHS.

MARTINS—On the 26th Feb., at Macao, Emile Martins, Esq., of Wandsbeck.

WESTWOOD—On the 14th Feb., at Yokohama, Charles Lilly Westwood, of St. Heliers, Jersey, aged 56.

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EXPORT OF TEA AND SILK, SEASON 1867-68.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total. Bales & Cases
From June 1 to Jan. 31, 1868	840524	53438456	44164599		12741429	111175008	46662
Corresponding period last season	716907	51983590	45881924		11564469	110246890	40647

Shipments Since;

Feb. 13 per Ajax (str.)	From Shanghai	182,702	
— 21 ... Do.	... Hong Kong	... 72,278	
— 26 ... Malacca (ml. str.)	... Shanghai, &c.	... —	1,373

TO UNITED STATES.

From June 1 to Jan. 31, 1868	...	...	...	...	...	28464378	Pcls. 113
Corresponding period last season	...	...	...	...	...	28859017	4315

Shipments Since;

Feb. 7 per Surprise	From Amoy	... 794,080
— 10 ... Lansdowne	... Foochow	... 772,300
— 10 ... Shakspeare	... Do.	... 536,800

TO THE CONTINENT.

From June 1 to Jan. 31, 1868	...	...	...	...	...	1425456	Bales. —
Corresponding period last season	...	...	...	...	...	1618570	—

Shipments Since; None.

TO AUSTRALIA.

From June 1 to Jan. 31, 1868 ... ... 11,226,855 lbs.
Corresponding period last year 9,662,378

Shipments Since;

Feb. 2 per Albert	From Foochow	... 313 000
— 16 ... Ernst and Maria	... Do.	... 282,300
— 17 ... Joshua Bates	... Hong Kong	... 3,628

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 3¼d.	4s. 3¾d.	4. 4d.
Shanghai „ „ ...	5s. 9¼d.	5s. 9½d.	5s. 10d.
Canton „ „	4s. 2¼d.	4s. 2⅝d.	4s. 3½d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	4s. 3d.	4s. 3⅛d.	4s. 3⅜d.
Manila „ „ ...	4s. 4d.	4s. 4⅛d.	4s. 4⅛d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	301½ to 302½ p. 100Tls	Rs.218½ to 219 p. 100 dols
„ Hong Kong	27⅛ per cent. dis.	—
Bar silver	11·75 per cent. prem.	11·25 per cent. prem.
Mexican dollars	72·7 per 100 dols.	1⅛ per cent. prem.

Bous, at Yokohama, 287 to 288 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 3; Old, 16 per cent. premium.
China Gas Company, par.
Hong Kong and Whampoa Dock, New, 15; Old, 25 per cent. premium.
Union Dock Company, 27½ per cent. discount.
China Traders' Insurance, 115 dols. premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. discount.

Shares.—A comparatively small business has been done during the fortnight in stocks, and the market has remained rather quiet. Old Bank have steadily improved, and must eventually go still higher. A good demand exists at quotation, but there are no sellers. Of new about 350 have been settled at about 1 per cent. premium, and there is another small lot on offer at the same rate. There is every probability of the rates advancing. Hong Kong and Whampoa Dock are in no demand, and there are several sellers on the market. The market for those has a downward tendency. Nothing has been doing in Hotel, but the opening of the building in a few days will doubtless give some impetus to the present price, at which there are buyers. There are several sellers of Union Dock at quotations, and large buyers of steamboat at 9 to 10 per cent. discount. Several small sales have been effected as high as 8 per cent. discount. There have been small sales of China Traders at $115 prem.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Feb. 12, St. Dunstan. From Glasgow, Feb. 13, Runnymede.

At SHANGHAI.—From Newport, Feb. 21, Princess of Wales.

At SINGAPORE.—From Cardiff, March 7, Gladiator.

DEPARTURES.

From YOKOHAMA.—For New York, Feb. 10, James Patten.

From SINGAPORE.—For Bremen, March 5, Bintang. For Gibraltar, March 6, Alexander II. For Boston, March 7, Far-Away.

SHIPPING REPORTS.

HONG KONG.

The British ship Belted Will, from London Nov. 5, reports having had moderate weather to the line, which was passed on Dec. 1 in 28 W. lon., from thence fair weather to the Cape, the meridian of which was passed on Dec. 22 about 42 S. lat. Sandalwood Island was reached on Jan. 28, and had fair weather in Ombay passage, in lat. 10 N. The Belted Will had gales from the N. and N.N.E. for about a day, had light monsoon in the China sea, and foggy weather two days before arrival. Spoke Dec. 7, lat. 18½ S., long. 40 W., British ship Maitland, from London to Shanghai.

The British barque Indus, from Southampton Nov. 1, reports having crossed the line Nov. 31, lon. 32 W., made the meridian of the Cape in lat. 45 S., on Dec. 27, passed through Ombay passage, Feb. 4, and from thence had fine weather, but light and variable winds until arrival. Spoke Feb. 14, the British ship Eliza, Calcutta to Hong Kong, forty-five days out.

VESSELS PASSED STRAITS OF SUNDA.

Date	Ship	From	For
Jan. 30 ...	Pepita ...	Manila ...	Cadiz
Feb. 8 ...	James Shepherd ...	Shanghai ...	London
— 4 ...	Petchelli ...	Whampoa ...	London
— — ...	Catherine ...	Saigon ...	Bremen
— 7 ...	Elizabeth Fleming...	Hong Kong ...	Falmouth
— — ...	America ...	Macao ...	Havana
— — ...	Malvina Vidal ...	Singapore ...	Hamburg
— 8 ...	Elisabeth ...	Newcastle ...	Batavia
— — ...	Clipper ...	Macao ...	Hamburg
— 9 ...	Amiral Protet ...	Singapore ...	Cork
— — ...	Valadora ...	Manila ...	Hamburg
— 10 ...	Sea Ripple ...	Swan River ...	Singapore
— — ...	Royal Diadem ...	Shanghai ...	London
— 13 ...	Christine ...	Singapore ...	Hamburg
— — ...	Triton ...	Singapore ...	New York
— — ...	G. C. Lorenz Meyer	Singapore ...	Hamburg
— 14 ...	Homer ...	Shanghai ...	New York
— — ...	Rattler ...	Manila ...	Do.
— 16 ...	Prinses Amalia ...	Liverpool ...	Batavia
— 17 ...	Koophandel ...	Batavia ...	Rotterdam
— 18 ...	Tollens ...	Cardiff ...	Batavia
— — ...	Charle Palmer ...	Cardiff ...	Singapore
— 19 ...	Tres de Mayo ...	Manila ...	Cadiz

THE DUKE OF SAINT ALBANS ON THE SUEZ CANAL.

As briefly noticed in our last issue, the Duke of St. Albans has been to see the Suez Canal, and is so delighted with what he saw that he occupies an entire column of *The Times* in giving expression to his feelings. "I came," he says, "a sceptic, and leave a true believer in the completion within a short time of the canal across the Isthmus of Suez. The kindness and courtesy we everywhere experienced were such as I shall always remember with pleasure, and I heard on every hand expressed the gratification all felt in showing English people the progress they were making." At the Suez end of the canal everything seemed activity. "I saw," the Duke writes, "four large floating steam dredges at work, clearing a channel through the shallows of the Red Sea, and others being put together. I saw the Arabs busy on the other side of an embankment which divided the sea from the works, furrowing out the course of the canal. I had seen this part three months before, and the progress had been considerable. I saw the course of the canal beyond this marked by the enormous dredges standing above the mirage and the desert. There are sixty large and twelve small steam floating dredges, with more than a hundred attendant steam barges in work. The larger ones cost from £15,000 to £20,000, which may give you some idea of their size. They discharge their buckets of sand into the steam barges or into iron aquaducts 220 feet in length, which pass their contents over the banks of the canal on to the desert beyond. Forty-eight millions of cubic feet were thus displaced last month, and sixty millions, it is thought, will be done per month in the summer days. The last mentioned machines are an invention peculiar to these works, and are due to M. Lavalley, who may be called the maker, as M. Lesseps is the originator, of the Suez Canal. The great difficulty has been found after the water rises before the dredges can be floated. As the salt water canal is not filled between Suez and Ishmalia, passengers and cargo are forwarded thence on the fresh water canal in steam launches and barges. This canal is of ordinary size, and will allow two large barges to pass each other, but I wish to speak only of the great salt water canal. The first point of interest after leaving Suez is at Great Shalouf. This is the most important cutting next to El Guisr. It is four miles in length, through clay, stone, and sand, and is dry at present. Three thousand European and Arab workmen are kept here. I was more struck here than anywhere else on the works. The canal is cut to its extreme depth, and the water will stand twenty-six feet deep at low water in the Red Sea. You look down into this enormous dry channel, with its busy hive of workmen scooping away the ground and filling the trucks, which stationary engines draw up and replace by others; and while looking down on this magnificent work you almost persuade yourself to believe in large steamers passing to and fro here between the West and East, in the offers of the company being filled with their dues, and in delighted shareholders drawing large dividends." The Duke remarks that "the Frenchman knows how to brush the Turk's coat the right way." Possibly he knows how to do the same for English travellers.

THE *Pall Mall Gazette* commends to the consideration of English engineers the accuracy of the estimates made by their foreign brethren of the cost of driving the tunnel under Mont Cenis. The total length of the tunnel will be 12,220 metres, of which 8,409 metres have been completed at a cost of 33,699,973 francs, the original estimate for the whole work having been 70,000,000 francs.

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THE BRINDISI ROUTE.

The following is abbreviated from the Florence correspondent of *The Times* :—

Signor Gaetano Semenza, an active and vigilant member of the Italian Lower House, lately published a letter on the interesting topic of the passage of the Eastern mails through Italy. The inspection of the provisional railway from Susa to St. Michel will be made soon after the middle of April, and that the line will be opened to the public a few days later. That opening has been so repeatedly announced as near at hand, and such long intervals have afterwards elapsed during which nothing was heard of the matter, that persons who have not actually been upon the Cenis and seen the rails may well be excused for treating the whole undertaking as fabulous, and looking upon Mr. Fell as the Mrs. Harris of railway constructors. Every day that passes tends to weaken the faith in the opening of a line which the completion of the great tunnel seems destined completely to ruin. It is confidently announced that in 1872 the passage through the mountain and the connecting links of railroad at each end will be completed. This allows but a brief existence to the Summit Rail, which I have lately repeatedly heard spoken of as still-born and a total failure. I think I mentioned in a former letter that early in the month of December the line and the covered ways were declared ready, but when the carriages —built in Paris—came to be tested some parts of the engines proved themselves unequal to the work they were destined to perform, and it was found necessary to replace them with other pieces of greater strength. I have been informed on respectable authority that a condition imposed upon the company by the French Government was that the rolling stock should be manufactured in France. If this be true, it is doubly unlucky that the engines should have proved a failure, because ill-natured people may be apt to smell a job, and to bear in mind the systematic unwillingness shown by the French Post-office authorities to accelerate the communications between England and Italy—as evinced by (among other things) the continued unnecessary fourteen hours' detention in Paris of letters from the latter to the former country.

M. Semenza's letter is in three chapters, the first showing the saving of time by despatching the Indian mail by Susa and Brindisi instead of by the present route; the second points out the measures it is urgent the Italian Government should adopt in order to induce such a change; and the third exposes the advantages to be derived from it by Italy and other countries. The writer refers to what was said in the House of Lords by the Duke of Montrose last year, and by Mr. Hunt in the House of Commons with respect to our Government's intention to adopt the Brindisi line at a future day, and to its having inserted a clause in its contract with the Peninsular and Oriental Company providing for such a change. It was then urged that for 500 miles the railway was a single line, which rendered it, said the Duke of Montrose, "impossible to manage a large traffic with anything like regularity and punctuality." M. Semenza says the line is well organised, and compares journeys made in December last by that route and by way of Marseilles. M. Semenza sets down the voyage between Brindisi and Alexandria at seventy hours. Persons who have lately performed it assure me that this is quite a *minimum* time. One gentleman was eighty-two hours going, and on his return, when there was only one other passenger on board besides himself, he was five days, because the boat was put under half-steam, probably to economise coal. Of course this sort of thing would not occur with the Indian mail, but the company should remember that it has its reputation to make and an old-established line of good boats to compete with. It is probable the Peninsular and Oriental would do the work regularly in seventy hours or less. There is no doubt that by Brindisi is the natural route, and that considerable saving of time might be made. It seems certain that three days might be gained by taking the Brindisi route, when once the service is properly organised, and without waiting for the opening of Fell's railway or of the tunnel. The present speed on the Italian line is, according to M. Semenza, 40 kilometres, or about 25 English miles an hour. This might be increased. As now organised, the line does not seem to give satisfaction to English travellers adopting it as their route to Egypt or India. The objections urged are various, but apparently the service is by no means first rate. M. Semenza is convinced that travellers, letters, samples, and merchandise must soon adopt the route that promises them considerable gain of time and a great diminution of sea passage. He demonstrates plainly enough that Brindisi is the most advantageous point of embarkation for Egypt, and of that there can be no doubt; but the question is one of organisation. The passage of the Indian mail through France is excellently organised; the traffic has got into that groove, and will hardly leave it until convinced that the new line is equally punctual and trustworthy. At Brindisi there is much to be done to render the port commodious and desirable. M. Semenza seems impressed with the injudicious rigour of Italian Custom-house officials. At the present time, he says, even ladies' boxes are minutely examined. A glaring case of unjustifiable delay occasioned to an English officer going to India by the particularly obtuse Custom-house officials at Susa was mentioned in *The Times* a few months ago, and representations on the subject were made in official quarters here. Not by such impediments and annoyances is the stream of Indian traffic likely to be diverted from France to Italy. Governments may be slow to decide on such changes, because their responsibility is great, but if once the public has reason to believe Brindisi a better route than Marseilles, it is sure to take it, and the mails are equally sure soon to follow the lead.

Want of hotel accommodation at Brindisi was urged by the Duke of Montrose last autumn as one reason against going that way. At Brindisi there is one hotel which recent travellers thence state to be tolerably capacious, although of small merit in other respects; but as it possesses a cruet-stand, and provides its guests with English mustard, it probably considers itself all that is required as a halfway house. M. Semenza suggests that the Southern Railway Company should, in its own interest, establish a large and commodious inn at Brindisi. Most assuredly it ought, if it knew its own interests. "We Italians," says M. Semenza, "so long persecuted by foreigners, have become accustomed continually to complain, and to trust less in ourselves than in Providence and in the advice and assistance of more advanced nations." If the Americans, who now swarm in Italy to an extent almost unprecedented, could but inoculate the Italians with their practical go-ahead spirit, what a country this might become within a very few years!

From a leading article in *The Times* on the same subject, we extract the following :—

The letter of our Florence Correspondent calls our atttention to the important subject of the transmission of the Overland Mail to India over the Susa-Brindisi line across Italy. We have often pointed out the advantages which this line possesses over the present French route by Marseilles, amounting, to sum them up in a few words, to the substitution of a short land journey instead of a long sea voyage. "Praise the sea and keep to to the land" has become an economical no less than a prudential rule, and wherever the choice is possible communication by water is invariably avoided, except when it answers the purposes either of the conveyance of heavy merchandise or of a pleasure trip. Now, the Overland Mail, on its way from London to Alexandria, must needs perform both a land and a sea journey. So long as the best means of locomotion by land was the diligence, the narrowest strip of the Continent and the broadest expanse of the Mediterranean offered the best route; but since the locomotive has attained at least twice the speed of the steamer, the position is reversed. All our object should be the longest land journey and the shortest sea passage, and a glance at the route, along that part in which a free choice is left to us, say from Macon forward, will satisfy us that a line which from that place strikes across the Alps and follows the course of the Italian Peninsula from Susa to Brindisi is much shorter than the one which from Macon and Marseilles must either go round the Islands of Sardinia and Sicily, or else run the hazards of a troublesome navigation across the Straits; also, that the former route takes us by land over at least three-fourths of the distance which the latter must achieve by water. The Mediterranean is like a great ditch, of which more than one half is bridged over by Italy, and the Peninsula lies, besides, in that north-easterly direction which seems to have been best intended for the convenience of the Overland Mail.

The obstacles which have hitherto been in the way of this rather necessary than desirable improvement lie—first, in the sluggishness and incapacity of the Italian Government; then in the jealous selfishness of the French railway companies; finally, in the apathy and supineness of our own postal authorities. The Italians have not yet provided a line of first-rate steamers between Alexandria and Brindisi. They have not set the latter port in the best order. Their railway service leaves much to desire. Finally, they actually disgust and frighten away travellers by the delays and vexations of their custom-houses, and the dirt and discomfort of their inns and stations. The French, for their own part, endeavour to befriend their own Marseilles line by the unconscionable detention of fourteen hours in Paris of the English mails on their way to Italy. We need not point out how easily the French difficulty ought to be overcome by a little pressure of diplomatic remonstrance. It is not for such a nation as France to "stop the way;" nor can we believe that the Government of the Emperor Napoleon, if properly appealed to, would insist upon a policy at variance with all the usages of civilised nations. So far as Italy is concerned, all is reduced to a mere question of demand and supply. It is all an affair of capital; and if the Italians are too poor or too slothful to do the work for themselves, we feel confident the speculation would turn out a paying one, even of it were necessary to buy the whole line, with steamers, railways, and houses of accommodation, off Italian hands. As to the annoyances to the Custom-houses, the difficulty, like that of the French post-office, admits of diplomatic treatment.

Of what importance Italy must needs become as the common highway of Europe to the East we are reminded by the fact that travellers from all parts of Germany, from Belgium, from Holland, and Scandinavia will be under as great a necessity to avail themselves of it as those coming from the North of France or from England. A drawback still existing against the conveyance of the Overland Mail across Italy is found in the break still occurring in the railway communication at the Mont Cenis Pass between St. Michel de Maurienne and Susa. The great Alpine tunnel will not be ready till 1872, and long delay has damped our hopes in the eventual success of Mr. Fell's Summit railway. We have, however, both our correspondent's evidence and Captain Tyler's authority establishing the fact that the interruption of communication across the Alps arising from wintry inclemencies never extends beyond twenty-four hours, and that happens in extremely rare occurrences. Such a loss of time, even when it becomes inevitable, is but a trifle to set against the three or four days' gain that the Brindisi route, even its present most imperfect state, already gives us over the rival line of Marseilles. The English Government, as our readers are aware, when it signed a contract with the Peninsular and Oriental Company for the conveyance of the overland mail, reserved the right of changing the route from Marseilles to Brindisi any time that such a change should be deemed practicable and advisable. We have written to little purpose if we have not proved that the contemplated contingency depends in a great measure on the goodwill and activity of the Government itself.

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Naval and Military.

The Meanee, 60 guns, lately ordered to Sheerness to complete her fitting for a hospital ship at Hong Kong, has been commissioned, and the following officers appointed to her:—Commander Henry Miller, Lieuts. Seymour Smith, Albert Cole, and W. Which, Sub-Lieuts. C. G. Gissing, E. G. Shaw, and C. F. Barnard.

The screw steam corvette Pelorus, 21, Capt. William H. Haswell, from China, arrived in Plymouth Sound on the 1st April. She brings as passengers Dr. Murphy, the botanist, fifty-two naval invalids, and the detachment of the Military Train from Japan. The Pelorus left Yokohama, Sept. 16; Hong Kong, Oct. 16; Manila, 26; Singapore, Nov. 7; Batavia. 21; Cape of Good Hope, Jan. 5; St. Helena, Feb. 4; and Ascension, Feb. 13. After passing the Azores light easterly winds prevailed. She was put in commission Sept. 7, 1863, and has therefore been employed four years and a half on the Japan and China station.

The twin screw gun vessel Ringdove, awaiting her commission at Portsmouth, has made a second official trial of her speed over the measured mile in Stokes Bay, and obtained a slightly increased rate of mean speed over the rate obtained on her previous trial. She drew 10ft. 5in. of water aft and 8ft. 8in. forward, with 99 tons of coal on board, and with rig and first-class steam reserve stores all complete. The speeds obtained were as follows:—Mean speed per hour, with full boiler power, 11·103 knots; with half boiler power, 9·581 knots. The machinery worked admirably.

By the death of General Sir T. Kenah, K.C.B. (noticed in our obituary), the colonelcy of the 63rd Regiment is vacant. The general entered the army in August, 1799, and the same year served with his regiment in Holland, and was present at the action of the 19th September, as well as in several other minor affairs. In 1801 he served in Egypt, under General Sir Ralph Abercromby; and afterwards, from 1803 to 1812, was on active service in Sicily. He subsequently joined the army in Spain, and was on the staff as assistant, and afterwards as deputy-adjutant-general at the head of the department; and was present at the battle of Castalla, as also several other affairs. The late general also served at the siege and capture of Genoa, in April, 1814. He had received the gold medal from the Grand Seignior for the Egyptian campaign, also the silver war medal with one clasp; was created in 1818 a Companion of the Order of the Bath, in recognition of his military services; and in 1865 was advanced to a Knight Commander of that distinguished order. The deceased general's commissions bore date as follows:—Ensign, August 14, 1799; lieutenant, May 9, 1800; captain, March 3, 1804; major, November 5, 1812; lieutenant-colonel, December 27, 1813; colonel, July 22, 1830; major-general, November 23, 1841; lieutenant-general, November 11, 1851; general, December 26, 1859; and colonel of the 63rd Foot, November 25, 1850.

The Lords of the Admiralty (says the *Army and Navy Gazette*) have been reluctantly compelled to remove the name of Captain the Hon. Augustus C. Hobart from the Navy List, in consequence of his having accepted an appointment under the Turkish Government, without, in the first instance, having consulted the wishes of their lordships. At the same time we believe that the difficulty of Captain Hobart's position has been well considered at Whitehall. He was on half-pay; could not obtain employment in his own service; his pay was totally inadequate to his requirements; he was desirous of finding a field for the exercise of his professional duties, and on an offer (unsought by him) of an appointment in Constantinople having been made to him, he felt that he had no alternative left but to close with it, even at the risk of unintentionally offending his former "lords and masters." The position now occupied by Captain Hobart is a high and dignified one, and, whilst he occupies it, he will be enabled to render good service to England by maintaining the efficiency of the navy of her ancient and always faithful ally. We have advices from Constantinople, dated the 18th inst., by which we find that Hobart Pasha has already inaugurated numerous beneficial changes in the Turkish navy, which, in so far as they will at once save the Sultan's Government large sums of money, have already been much appreciated.

Sir John Pakington, as Secretary of State for War, has nominated the following gentlemen to act as a committee to inquire into the character and construction of our coast defences, whether of iron, masonry, or earthwork, as recommended by the Royal Commission on National Defences:—Admiral the Hon. Sir F. G. Grey, G.C.B., chairman; Major-General Collingwood Dickson, C.B., Royal Artillery; Major-General Simmons, C.B., Royal Engineers; Major-General Harness, C.B., Royal Engineers; and Mr. Hawkshaw, the celebrated civil engineer. The secretary is not nominated, but it is presumed that an officer of the Royal Engineers will be selected. The committee will assemble probably this week to arrange preliminaries.

The *Army and Navy Gazette* animadverts upon the fact that the Coldstream Regiment of Guards is still kept short of a captain, in order that the Queen's regulations may be infringed in favour of Ensign and Lieutenant William Michael Glynn Turquand. It appears that this fortunate youth joined the Guards on the 22nd of May, 1866, and that when Lieutenant and Captain the Hon. G. H. W. Windsor Clive got his step on the 14th of March, 1868, Mr. Turquand had not fulfilled by seven weeks the term of service required to qualify him for promotion, neither had he passed the required examination. Junior to Mr. Turquand in the Coldstream Guards, but senior to him in the service by several years, is a lieutenant named Hervey Bruce, who exchanged into the Guards from the 52nd. To this officer the vacant step ought, of course, to have been given, and an ensign and lieutenant immediately added to the regiment; but interest is prevailing over the Queen's regulations, and the step is still left open for the advantage of the favoured Ensign Turquand. The matter is not, indeed, of much importance; but occurring as it does, under the very eyes of the Commander-in-Chief, and with his Royal Highness's full cognizance, it must tend to weaken his consideration and authority with the army whenever he may be called upon to enforce the Queen's regulations to the letter in questions of more serious import. If the Queen's regulations are thus openly and systematically disregarded in favour of the Guards, how can his Royal Highness insist upon them in questions affecting the line?

A return issued on Saturday shows that the number of Her Majesty's ships and vessels at the different stations over the world on March 31, 1867, was 276; the total complement of men, 44,245.

We understand that Major-General George W. Key will have the cavalry colonelcy, vacant by the death of Lord Cardigan. It is not improbable that Lord George Paget will be transferred from his present regiment, the 7th Dragoon Guards, to the 11th Hussars, General Key becoming colonel of the 7th. This is a sufficient contradiction of the painful report which was put about within the last few days to the effect that Prince Christian of Schleswig-Holstein, was likely to be Lord Cardigan's successor, as colonel of "Prince Albert's Own Hussars." The idea was never entertained for a moment.

The following promotions will take place in succession to the late Earl of Cardigan:—Major-General W. G. Gold, colonel of the 53rd Regiment, to be lieutenant-general; Colonel W. Munro, C.B., late 39th Foot, to be major-general; Major D. W. Tench, half pay, 15th Hussars, Staff Officer of Pensioners at Woolwich, to be lieutenant-colonel in the Army.

It will be interesting to a very valuable portion of Her Majesty's forces, the Marines, to learn that Parliament has exempted them from being flogged any more on shore in peace time. But this step will necessitate the exemption of our seamen also from the lash; it will be out of the question that the captain of a ship should have the power of flogging a marine for on offence for which he could not be flogged by his colonel on shore; and sauce for the marine must, eventually, be sauce for the sailor.

A trial of the engines of the double-screw steam gunvessel Lapwing, 2, took place outside Plymouth Sound on the 20th. She is of 663 tons burden, and belongs to the new class of which there are eight vessels, supposed to be for China. Four of them are having their machinery manufactured by the Messrs. Rennie; the Lapwing is the first of the four tried, and she is supplied with two pair of engines to work her two propellers. The mean of six runs, at full power, gave a speed of 10·46 knots at a mean number of 116 revolutions per minute, the mean pressure in boiler being 26 lb. The vacuum 25 in., giving an indicated power of 830 horses, being five times the nominal power, 160, and 110-horse power more than the contract indicated power. These engines are of the ordinary type, without surface condensers or superheaters, and were tried under the regulations recently issued by the Admiralty. The result may, therefore, be considered satisfactory. The mean speed at half-boiler power was 8·06 knots, the revolutions 97, and pressure of steam 19 lb.

CAUTION TO TEA-DRINKERS.—A "sworn broker" of the City o London writes:—"At the Commercial Sale-rooms, lately, a considerable quantity of tea utterly unfit for human food was sold. I do not wish to turn informer against my fellow-brokers if I can help it; but in the interest of the trade itself, I feel bound to draw attention to the subject, and trust that the proper authorities may take measures to prevent the tea going into consumption. I do not hesitate to state that the so-called tea is prejudicial to human life." In a subsequent communication he says, —"I have been at the pains to send a sample of this tea to the *Lancet*, and have their authority for stating that it is unfit for consumption; still, as far as I am aware, no steps have been taken to prevent its being retailed throughout the country mixed with sound teas. I am informed that large quantities of similar teas remain in the warehouses, and I would suggest the advisability of Government appointing an inquiry to be held as to the state of the stocks, so that all tea found to be injurious to human life may be condemned and destroyed. I would also suggest that such inquiry be held during the ensuing summer and before the new teas commence to arrive, as it will be a slack time in the warehouses, and the stocks will be smaller than they have been for sixteen years."

MANUFACTURE OF SILK IN CALIFORNIA.—The project of establishing a silk manufactory at San Jose has at last assumed a definite shape, the articles of incorporation of the Mechanics' Pioneer Silk Factory having been filed. The capital stock is $100,000, divided into 2,000 shares at $50. Over $20.000 of the stock has already been taken, and the first instalment of ten dollars paid in. The machinery for the factory is already on the ground, the foundations for the main building having been laid, and the work will be immediately pushed forward. As our readers are aware, the climate of California is specially favourable to the culture of silk, the mulberry growing luxuriantly, and the labour of handling and feeding the worms being much less than in any other of the silk-growing countries. The cocoons are also of a superior quality. There can be little doubt of the success of this enterprise, and we believe it is destined to inaugurate the development of a branch of industry which will add great wealth to the State.

COLONIAL GOVERNORS.—A Parliamentary return has been issued stating the salaries of the several colonial governors. At the head of the roll stand the two great prizes—Canada and Victoria, each paying its governor £10,000 a year. Jamaica, New South Wales, Mauritius, and Ceylon follow, each with its £7.000 a year. Then come South Australia, the Cape, Hong Kong, British Guiana, the Straits Settlements (Singapore), and Gibraltar, each £5,000 a year. Next are New Zealand and Malta, £4,500; and then Tasmania, Queensland, Barbados, and Windward Islands, and British Columbia, £4,000; Trinidad pays £3,500 a year; and the Bahamas, West African Settlements (Sierra Leone), and Antigua and Leeward Islands, £3,000. Bermuda pays £2,746; Newfoundland and St. Helena, £2,000; Western Australia, £1,800; the Falklands, £900; Labuan, £800; and Heligoland, £500. The list of lieutenant-governors and presidents of council ranges from Natal, £2 500; through Britise Honduras and Penang, £1.800; Prince Edward Island, £1,500; St. Vincent, Grenada, Tobago, Dominica, St. Kitt's and Nevis, Gambia, Gold Coast, and Lagos, £1.300; Malacca, £1,200; the Cape, £1,000; the Virgin Islands, and Turks and Caicos Islands, both £800; St. Lucia, £700; and Montserrat, £500. The total is £149,246; the population about ten millions.

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NOTICES TO CORRESPONDENTS.

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PUBLISHED on the departure of the fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, WEDNESDAY, APRIL 8, 1868.

TELEGRAPHIC COMMUNICATION WITH INDIA AND CHINA.

So often have our readers perused articles under this heading, many of them containing fair promises, destined apparently to remain for ever unfulfilled, that by this time they may be inclined to pass wearily over it, in despair of finding any reliable facts, or hopeful information. Not long since we gladly hailed some slight improvement in the working of the existing lines of telegraph to India, but our hopes of permanent amendment were quickly dispelled by the almost simultaneous failure of the Persian Gulf and Malta cables. Then, of the three new schemes that were promulgated about the middle of last year, only one, that of Messrs. SIEMENS BROTHERS, for an overland line through Russia and Persia, seems to have achieved any measure of success; the ANGLO-INDIAN Company, an equally meritorious undertaking, to say the least, having remained in abeyance owing to hard times and the want of Government support; while the INDIA, CHINA, and COLONIAL Company, with its bold project for a complete submarine line, starting from Falmouth, has entirely collapsed, and left "not a rack behind." It really began to look as if the labours of the Select Committee that sat last year under the presidency of Mr. CRAWFORD to report on postal and telegraphic communication with India had been thrown away, as far as concerned the latter subject.

We have now to consider the character and probable results of the important meeting held at the Mansion-house on the 23rd March. Sir FREDERICK HALLIDAY, who convened the meeting, explained that its object was to impress upon the Government and the House of Commons the absolute necessity of an improved communication. He referred to the able and complete nature of the report of the Select Committee of 1866, and pointed out that although two years nearly have passed since it was issued, absolutely nothing has been done towards carrying out its recommendations. Amid the cheers of his hearers he said, "What we want is one line, under one control, "and that British control, free from end to end of all political, "Asiatic, or European complications." Mr. CRAWFORD, who followed, justly observed that a single system of telegraphic communication between this country and India through the Continent would be insufficient, dependent as we were on the goodwill of foreign countries, and seeing that circumstances might arise to cut off our communication with the East absolutely and entirely. There were also great physical difficulties in the way of upholding a system of communication in rigorous winters and in mountainous parts of a country. On the other hand, we had the sea nearly the whole way from this to India, and we could be independent of almost every other nation along the route, with the single exception of 120 miles between Alexandria and Suez. Mr. CRAWFORD also pointed out the peculiar circumstances which gave this proposition far more weighty claims to Government support than even such an undertaking as the Atlantic Cable. Mr. JOHN PENDER ably advocated the cause of the Manchester merchants, and Mr. PEEL wound up the business of the meeting by nominating twelve gentlemen to form a standing committee (among whom our readers will be glad to see that China interests are well represented) to carry out the views of the meeting.

It appears to us that the committee will most effectually perform the duty they have undertaken, by giving energetic support to the ANGLO-INDIAN Company in their endeavour to procure from Government a guarantee of five per cent. on the capital employed. We do not want any more new schemes or rival companies. Here is one prepared with a well-organised system, already in possession of numerous valuable concessions, and moreover, with an advantageous contract ready-made; only waiting, in fact, for that small modicum of Government support that has never been withheld from any other undertaking likely to be beneficial to India. In November last a very influential memorial, in support of this company's request, was presented to the SECRETARY for INDIA; but (as Mr. CRAWFORD aptly remarked) it was met with the usual stereotyped answer of a Government unwilling to do anything. It is impossible that the question should be shelved in this manner. It is one of national importance, and if Ministers persist in their obstructive policy, it must be forthwith ventilated in the House of Commons.

THE HONG KONG MEMORIAL.

THE "HONG KONG ASSOCIATION OF LONDON" was organised just in time to take charge of the petition to the House of Commons, which was received from that colony by the last mail. The Association has undertaken the duty of procuring the aid of some influential members of Parliament to support the petition, and of organising a deputation to wait on the Duke of BUCKINGHAM with a statement regarding it. It would appear that by some oversight the Hong Kong Committee failed to recognise the necessity for securing influential support for the movement in this country, and regarded their work as finished when the petition had been signed and despatched. The opportune formation of the London Committee fortunately obviates a very great difficulty that might have arisen from this course. The hasty presentation of a petition to the House of Commons is always a hazardous step; the first endeavours of those who seek redress for colonial grievances should be to lay their case before the Government, reserving an appeal to Parliament as a later resource. The great party struggle initiated by Mr. GLADSTONE'S resolutions on the Irish Church question has to be fought out after the Easter recess; a dissolution may follow, or if not, the business of the Session will be so much in arrear that a discussion on Colonial Affairs—never a favourite subject in the House—would be hopeless. The petition, presented at so inopportune a juncture, would "lie on the table" unheeded; while any subsequent representations to the COLONIAL SECRETARY would (not un-naturally) be met with the reply, that by petitioning Parliament the colonists had taken the matter out of his hands. These considerations have decided the London Committee to draw up a separate memorial, to be presented to the Duke of BUCKINGHAM by a deputation at as early a date as possible. In this document the claims of the colony are urged, very strongly as regards the arguments adduced, but very temperately as regards the language they are conveyed in; and we have little doubt that it will meet with a favourable reception.

THE two composite screw gunboats *Kwang-tung* and *Shan-tung*, built by Messrs. WILLIAM DENNY and BROTHERS, of Dumbarton, for the Viceroy of Canton, have been launched, fully completed, with their engines and boilers on board, and on the 31st ultimo made a trial of their speed over the measured mile in Skelmorlie Bay, the result being, in both cases, an average speed of 9 3-10th knots an hour. Their propellers will now be disconnected, and they will proceed at once under canvas to their destination, where they will soon render a satisfactory account of some of the pirates still infesting the coast. We cannot see, however, that this most praiseworthy step on the part of the VICEROY in any way exonerates our own Government from the duty of sending out the vessels specially provided for the protection of British commerce in China waters. The order for these vessels, we understand, was sent to Messrs. DENNY BROTHERS through the agency of Mr. DAVID GILLIES, manager of the Hong Kong and Whampoa Dockyards, and formerly manager in the employ of Messrs. DENNY and Co., engineers.

ALTHOUGH the commerce of Italy in Japan is confined to the purchase of silkworms' eggs, the Government considers it so important that in spite of their very deranged finances it is decided to send out a ship of war to protect their interests. The *Clotilde* steam-frigate has been selected for this service, and is now being fitted out with all despatch for Japan, where she is to remain on the station. She is under orders to sail from Genoa on the 1st of May.

THE Madrid official *Gazette* announces the appointment of DON MES Y ABAND to be Financial Intendant of the Philippine Islands.

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COAL DISCOVERIES IN CHINA AND JAPAN.

A Blue Book on Coal, lately issued, contains the following interesting correspondence on the discoveries of mines in China and Japan :—

CHINA.

CONSUL SWINHOE TO SIR R. ALCOCK.

British Consulate, Amoy, April 4, 1867.

SIR,—I hasten to report to your Excellency that coal has been discovered to exist in Pong-hou, the chief island of the Pescadores. Some months ago a servant of mine was passenger on board of the Chinese cruizer *Volunteer*, bound from Takow to Amoy. He came to me and reported secretly that that steamer, being detained in Makung Harbour for want of coal, some of that article was supplied to her from the island. I communicated the intelligence to Commander Broad, senior naval officer here, and sent my man across to Formosa to learn positively from what island the coal had been procured. The secret was so well kept by the Chinese that my man succeeded in getting no information on the subject. No one knew anything about the coal. They supposed it must have been purchased from a junk from the Kelung mines, North Formosa. A few days ago, however, the *Volunteer* returned to Amoy, and I learned the whole story from the engineer of that vessel. About October of last year the *Volunteer* and the *Gorilla*, both Chinese cruizers, got into a heavy gale between Takow and the Pescadores. The *Gorilla* was wrecked on Fisher's Islands, but the *Volunteer* succeeded in making Makung Harbour, whence she could not proceed to Amoy for want of sufficient coal. The Chinese officer in command consulted with the Heetai or military commandant of the Pescadores, who stated that some black earth had been noticed on the north side of Pong-hou Island which the people said was coal, but it was a secret, and none was allowed to disturb the soil. The necessity of the case forced him to get over his scruples, and he allowed the engineer of the *Volunteer* to proceed to the spot with carts and 100 coolies to dig and bring away the coal. The journey from the town across country to the coal site occupied half a day. The engineers succeeded in procuring about twenty-one tons of coal, which, though obtained from near the surface, they found serviceable enough when mixed with what little fuel they had on board. The hill whence this coal was procured projected on to water which communicates both with the well-sheltered Pong-hou Harbour, and with the sea on the coast towards Formosa. Deep water is marked in the chart within a few hundred yards of the spot, which lies in latitude 23° 35′ 20″ and longitude 119° 32′ 50″ (see Admiralty chart 1961, "Pescadores Islands") The engineer said that the whole hill looked as if containing coal. The Mandarins are anxious to keep the matter dark lest the existence of this valuable substance should draw the attention of the foreigner to these islands which possess so spacious and safe a harbour. I must try and pay a visit to Pong-hou to learn the extent of these mines, but I should think it would be worth the while of Her Majesty's Government to institute a thorough examination of these islands, which are likely some day to play a more important part in the world's history than they do at present. The coal will no doubt be the same that occurs in layers under the new red sandstone interior of Canton, up the river in this district, and at Kelung. There is no reason why the same layer should not be upheaved at the Pescadores. What comes into the market of all these coals is merely surface coal worked in the simple horizontal borings of the Chinese style. As soon as water is reached the Chinese stop work and commence another boring, as they have no means of properly pumping out. Coal above the level is naturally deteriorated by the action of the air, and affords an indifferent fuel. If the mines could be worked under European masterahip and the damp coal extracted, there is every reason to believe that it would be found to be a thoroughly good and serviceable article.—I have, &c.,

ROBERT SWINHOE, H.B.M.'s Consul at Amoy.

The above was forwarded to the Foreign-office by Sir R. Alcock with the following letter :—

SIR RUTHERFORD ALCOCK TO LORD STANLEY.

Peking, October 1, 1867.

MY LORD,—I forward the enclosed report from Mr. Swinhoe, giving the result of his exploration for coal in the Pescadores, made at my instigation, not so much for any interest attaching to the geological data obtained, as for the lesson conveyed by the negative result and the causes which led to it.

When I urged upon the Tartar General and the Viceroy at Foochow in last June the expediency of ascertaining with certainty the existence of valuable coal in this group of islands so admirably situated for the supply of ships in mid channel, between Formosa and the mainland, and isolated from any large populations, I was met by the usual objections founded on the popular belief in geomantic influences and the danger of disturbing the Fung-shuy. The high officers professed to believe in these influences, as the elders of the villages do; and the result goes far to show, I think, that nothing is to be hoped from argument or persuasion in any matter connected with the development of the vast mineral resources of this country. Yet on the attainment of facilities for working mines more than anything else, I believe, depends any prospect of future increase in foreign trade, or material improvement in the financial state of the Government. If it can neither be coerced nor persuaded into the adoption of a more liberal policy there is little hope of amelioration of any kind. They would find in it a source of strength and a vast accession of material means wherewith to improve their administration, as well as money for the payment of their armies, the want of which is a main cause of continuous insurrections. These are fed by deserters from the Imperial forces always left in arrear, ill-fed, and worse paid. Whole divisions thus go over in a body to swell the ranks of those who threaten to make all Government impossible. If this last much longer, and those at the head of affairs in Peking continue to show the same impracticable spirit and slavish fear of the opposition which innovations provoke, there is nothing to be looked for but anarchy and the subversion of a dynasty showing an utter incapacity for rule. Their sole aim is to stand still and offer a passive resistance to all efforts to move them forward. Yet in progress lies their only hope of safety and the stability of the throne, and there are times when the leading members of the Foreign Board seem to see this. The fact of their persistent refusal to give facilities for the effectual working of their almost unlimited coal-fields, petroleum wells, and other sources of inexhaustible wealth is the more significant that never was a Government more poverty stricken or put to greater straits for money.

I think it desirable to draw your Lordship's attention to this feature of the Chinese character and policy now, because I have long been convinced, in the event of a revision of treaties next year being claimed, nothing is to be gained worth serious effort if the authority to work mines and the introduction of railroads and telegraphs be refused, and in the present temper of rulers and people such concessions are certainly not to be looked for from negotiations based on respect for the absolute right of the nation or its Sovereign to do as may seem best to themselves in the internal affairs of the country and the development of its resources.—I have, &c. RUTHERFORD ALCOCK.

JAPAN.

The following, from Sir Harry Parkes, encloses some interesting memoranda by Mr. Mitford and Mr. Sutton on coal discoveries in Japan :—

SIR H. PARKES TO LORD STANLEY.

Yesso, September 11, 1867.

MY LORD,—I mentioned in my despatch of the 17th ultimo that Mr. Mitford had accompanied Vice-Admiral Sir Henry Keppel on a visit of inspection to the coal mines, which the Japanese Government have commenced to work on the Island of Yesso, under the superintendence of Mr. Erasmus Gower; and I now inclose a Report by Mr. Mitford, upon the state of the works and the prospects of the undertaking. I shall bring the information it contains to the notice of the Gorogio, in the hope that they will see the expediency of placing sufficient means at the disposal of Mr. Gower to enable him to work the coal with advantage.

The demand for fuel is constantly increasing, and our interests in obtaining supplies upon the spot is second only to that which it may be presumed is felt by Japan itself. The competition, however, which may thus be created with the mining operations of the Russians in the neighbouring Island of Saghahe, where coal of good quality is also found, will perhaps account for their not viewing these efforts of the Japanese Government with similar favour.—I am, &c.,

HARRY S. PARKES.

MEMORANDUM ON THE COAL MINES OF IWANAI, ISLAND OF YESSO, JAPAN.

The Japanese Government appear to have been long aware that coal was to be found in the neighbourhood of Iwanai. Some six or seven years ago Messrs. Blake and Pompelli, two American engineers in the service of the Tycoon, were ordered to report upon these mines. Although the opinion which they expressed was favourable it is only since the beginning of the present year that any serious attempt has been made to work the seams, and for this purpose the services of Mr. Erasmus Gower, an English civil engineer, were secured.

The little town of Iwanai is situated at the south-east corner of a bay on the west coast of Yesso to the south of Strogonoff Bay. The town contains a mixed population of Ainos (aborigines) and Japanese. The coal mines lie two miles inland from a village called Kaianoma, some seven miles across the bay. Four seams of coal had been discovered. Two of these are from four to six feet thick; one is about three feet thick; and the fourth, which has not yet been thoroughly examined, is about a foot thick. The quality of the coal, according to Mr. Gower, is soft. It yields from 10 to 12 per cent. of ash and 30 to 35 per cent. of gas. On first being lighted it sends out a thick black smoke, but soon burns with a clear strong flame, and leaves no clinker.

Mr. Gower has not yet been able to begin working the mines. His time at present is taken up in making a tramway from the mines to Kaianoma, building bridges and houses for the persons to be employed, and surveying the district. The rails for the tram-road have been sent for to England, and the cars are to be supplied from California. From Kaianoma to Iwanai, where there is a good anchorage for ships, it is proposed to send the coal in steam propellers. Steamers could, in fine weather, load at Kaianoma itself.

The chief difficulty with which Mr. Gower has to contend is the scarcity of labour. The population is partially a moving one, consisting principally of Japanese who migrate from the main island during the season for the herring fishery. Herring oil and seaweed are the principal trade of the coast, and whole fleets of junks are employed in carrying this produce to Hakodate, and even as far as Osaka, and other points on the main island. There is also a small export of timber.

Wages are as high as 1 ichibu and 300 cash per diem; and although cheap and efficient labour could be procured by employing the Aino population, the repressive policy of the Japanese will not allow the aborigines even to take service privately with Mr. Gower.

Mr. Gower complains that, contrary to all rule, although responsible for the economy with which the mines are to be worked, he has no means of checking needless expenditure or detecting frauds, as he is kept in ignorance of the nature of all contracts entered into by the Japanese officers employed under him. As an instance of this he pointed out 6,800 pieces of timber, a foot square, and from 18 to 24 feet long, which had been ordered without his knowledge, and for which he had no use. Under these circumstances Mr. Gower finds it difficult to estimate the probable cost at which coal may be delivered; but he imagines that it will not exceed four dollars per ton on the spot. Freight to Hakodate would be three dollars, and to Yokohama or Nagasaki six dollars per ton.

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He expects the mine to be in working order by the end of June, 1868.

An experiment was made with some of the coal picked out from the surface of the seams in the galley fire of H.M.S. *Salamis*, under the superintendence of the chief engineer. Seventy-nine pounds of coal yield 17·27 per cent. of ash, 1·5 per cent. of clinker, an average volume of smoke, and a strong and durable flame.

Mr. Gower has made a proposition to the officials of Hakodate, offering to supply the machinery necessary for working some petroleum springs at Washinoki and Yama Kushinai in Volcano Bay, on the condition of his receiving half the profits.

I am able to state confidently on the best authority that the Russian authorities at Hakodate view with no favourable eye Mr. Gower's schemes, or those of Mr. Gartner, a Prussian gentleman, who has made proposals to the Japanese for introducing scientific farming into the fertile island of Yedo. The Russians affect to see in the offers of Europeans to teach the Japanese how to develop their own resources, only so many attempts to enrich themselves at the expense of their employers.

A. B. MITFORD.

MR. SUTTON TO COMMODORE BULLOCK.

Serpent, Osaka Bay, May 25, 1867.

SIR,—In obedience to your order I inspected the coal field near Hiogo, and I have the honour to enclose the following report:—

The coal is of a tertiary formation, and it crops out in a number of places on the sides of a low range of hills about six miles to the westward of Hiogo. The natives have been working it for the last ten years, but not continuously. They first commenced in 1857 and continued until 1861, when the works were stopped because imported coal was then much cheaper. During the above period they sent into the Hiogo market upwards of 500 tons of coal. The prices of coal have risen considerably of late. They were induced to commence the works again in February last. The first two months they employed only thirty men, after which they doubled the number, and up to the present time they have obtained more than 170 tons, which they informed me has been used by their steamers, and that their engineers reported it equal to the other kinds of Japanese coal. Their workings are very primitive, and so also are the tools they use. They select a place where they see the coal cropping out, and follow it into the sides of the hills horizontally. In the above way they have cut numerous little tunnels a little larger than the thickness of the seam (which varies from 1 ft. 6 in. to 2 ft. 5 in. in. thickness), the largest of which is not more than 200 ft., consequently they have not got into the proper seam, but merely an outlying branch of it; but still the best of the coal brought out in my presence was quite equal to Takosima (Nagasaki) coal. It is not of exactly the same description, but more of an anthracite kind. The highest point of their works is about 100 ft. above the level of the sea, from whence it dips about an angle of fifteen degrees towards the sea. I traced it more than a mile in that direction, and I am of opinion that if a shaft was sunk about half-a-mile further down the valley in the direction the seam runs, a good kind of coal would be obtained, and it could easily be brought into Hiogo by means of a tramway, which could be constructed comparatively at a very small cost, it being impossible with the present mode of conveyance (a long narrow cart holding about half a ton drawn by one bullock) to keep up a good supply of coal at Hiogo.—I have, &c.,

FREDERICK WM. SUTTON,
Chief Engineer, H.M.S. *Serpent*.

THE NEW SPANISH LOAN.

Apropos of this loan "A MERCHANT" writes to *The Times* in the following terms, on the illiberal commercial policy pursued by Spain towards all her colonies, but more especially towards Manila:—

I perceive with pleasure that the Spanish Home Government are attending to the financial wants and interests of their colonies, by endeavouring to raise money in Europe. Though the security offered is, no doubt, quite sufficient, it would, I am sure, have been more satisfactory to subscribers to receive some assurance or guarantee that the Spanish Government likewise intend to inaugurate a more liberal commercial policy in their colonies than the one hitherto pursued by them.

The enormous protection afforded to the Spanish flag, the number of colonial ports yet entirely closed to foreign trade, the complicated tariffs, and many other important matters of a restrictive nature, have been and always will be against the expected or promised unfettering of the resources in which the colonies certainly abound. Spanish colonists seem convinced of this; at least, at Manila several attempts to raise funds by local Government loans have been made, but with little or no success. The principle of colonial contributions to the mother country may be right or wrong, but in any case it ought not to be enforced to excess. The colony above alluded to (Manila) has to pay in kind an annual tribute of 130,000 cwt. of leaf tobacco to Spain, which quantity is despatched regularly to Europe; while it is now reported that the Manila Government owes to planters about 4½ millions of dollars for crops 1866-1868, for which no payments were forthcoming. Hence a crisis, the further consequence being that planters are leaving the districts in masses, as they decline to continue to work for nothing. A similar state of affairs was predicted already eighteen months ago by the then Colonial Treasurer in a pamphlet issued by him, but no effectual steps were taken. In fact, the policy of Spain towards her colonies must greatly and speedily alter, else the colonial financial crisis which it is now sought to alleviate will soon recur and become a permanent evil. Let us, therefore, hope that the loan now to be raised will be employed in a manner really and truly beneficial to the colonists established in those fertile islands.

TELEGRAPHIC COMMUNICATION WITH INDIA AND CHINA.

A very numerous and influential meeting of members of Parliament, bankers, merchants, and others, representing various interests in the East, was held on the 23rd inst. at the Mansion-house, to consider the present state of telegraphic communication with India, which is alleged on all hands to be extremely unsatisfactory. The meeting was convened by Sir Frederick Halliday, chairman of the Anglo-Indian Telegraph Company, by circular, in which he remarked on the great importance of the subject. The Lord Mayor, who had placed a large room in his official residence at the disposal of the meeting, occupied the chair, and there were present Sir Frederick Halliday, Mr. Crawford, M.P., Baron Alfred de Rothschild, Mr. C. L. Bevan, Mr. John Peel, M.P., Sir Charles Bright, M.P., Mr. O'Beirne, M.P., Mr. Alderman Salomons, M.P., Mr. Gilpin, M.P., Mr. G. Moffatt, M.P., Captain Sherard Osborn, Mr. Jones Gibb, Mr. Willoughby Smith, Sir S. Canning, Mr. E. D. Kilburn, Mr. D. Mackinlay, Mr. H. G. Gordon, Mr. J. B. Key (Ashton and Co.), Sir R. Macdonald Stephenson, M. C. G. Pretsch, Baron de Stern, Mr. R. J. Ashton, Mr. James Russell, Mr. W. Napier, Mr. W. M'Adam Stewart, Mr. J. Wyllie, Mr. John Pender, Dr. Bishop, Mr. T. Hughes, Mr. J. S. Morgan, Mr. Rawson, Mr. Cyrus Field, Mr. Steven (Forbes, Forbes, and Co.), Mr. C. Magniac (Matheson and Co.), Mr. Charles Shand, Mr. P. D. Hadow (Peninsular and Oriental Company), Mr. James Allan (ditto), Mr. H. Bayley (ditto), Mr. J. C. Deane, Mr. T. H. Wells, Mr. C. W. Pickford, Mr. James Fraser, Mr. James Reiss, Mr. G. U. Adam, Mr. E. W. Campbell, Mr. J. R. M'Clean, Mr. W. Paterson, Mr. R. B. Alston, Mr. John Fleming, Mr. W. Shuter (Messrs. J. W. Cater and Co.), Mr. B. J. Colvin, Mr. Nicol, Major Snell, Mr. C. W. Howell, and many more.

It was originally intended that the conference should be private, but the persons interested in the subject attended in such numbers that by common consent the meeting assumed a public character.

Sir FREDERICK HALLIDAY, who, it will be recollected, was at one time Lieutenant-Governor of Bengal, was the first speaker. He reminded the meeting that in 1856 the practical working of the postal and telegraphic communication between this country and India was investigated by a Select Committee of the House of Commons, of which his friend Mr. Crawford, member for the city, was chairman, and upon which both the Home and Indian Governments were most efficiently represented, as were also the interests of commerce and science in especial relation to telegraphy. The report of the committee described the existing methods of carrying on those communications as imperfect in their organisation, inefficient in their working, and liable at any time to interruption from political and other causes entirely beyond the control of the British Government, and at the same time set forth the advantages of telegraphic intercourse with India in relation to its trade with this country upon the evidence of very competent witnesses who had appeared before them. That intercourse was in Europe under the control of almost every nation, and in Asia at the control of a set of incapable and utterly unimprovable Arabs, Turks, and barbarians. The committee dwelt on the impossibility of obtaining redress, but pointed out the means of improvement. Their report was most able and complete, and did credit to themselves and to the energetic and able member who presided over them. It left nothing to be desired, and the whole subject was laid before the House of Commons, the Government, and the nation. That was nearly two years ago, and what had been the result? Absolutely nothing. All the delays, uncertainty, and inaccuracy in the transmission of messages—all the thousand causes of dissatisfaction—continued. At this time the Persian Gulf line was broken, and we were practically cut off from communication with the East. It was a grave reproach that such a state of things should have been allowed to continue so long, considering the magnitude of the political, social, and other interests which were bound up in the maintenance of the existing relations between this country and India. It was a grievance and a positive humiliation. In the city of London it was impossible to exaggerate the enormous importance of a punctual, rapid, and accurate telegraphic communication with the East. At present, when a man sent a message to India there was no knowing whether it would arrive in ten hours, or ten days, or thirty-six days, or whether it would arrive at all. Or, if it did arrive, whether it was intelligible, or whether the sense of it might not be ruinously reversed. (Hear, hear.) Why should they tolerate such a state of things? Ocean telegraphy, as Mr. Field said to him the other day, was no longer a romance or a marvel; it was a hard, practical, and substantial fact, just as much so as the mail train from Liverpool to London, and ought to be as regular, punctual, and complete. Take the case of the Abyssinian Expedition; why should we not have intelligence in six hours from the seat of war? But what was the fact? According to *The Times* of Saturday the latest telegraphic communication was dated the 2nd of March, twenty days ago. How was the General to communicate with his base of operations under such a system, or what more need be said of the inefficiency of such a system? During the mutiny of 1857, when the very fate of our Indian Empire trembled in the balance, the Europeans in many places depended for relief on the chance arrival of troops, or on the miserable possibility that in the midst of the wild and trackless sea an army on its way to China might be intercepted. That was eleven years ago, and were we any wiser? Had we taken any practical measures in consequence? Suppose such an emergency were to happen to-morrow—and let no man "lay the flattering unction to his soul" that it could not—and that daughters, wives, and sons were in the hands of a bloodthirsty soldiery, our countrymen would be nearly as much cut off from telegraphic communication with England as they were in 1858. Between people so severed and separated, and yet so bound house to house and heart to heart, it would be a priceless blessing if such a communication were effected as that which it was now sought to establish. He did not care who made the communication so long as it was made, but he certainly represented a body of gentlemen who were able and willing to do that great work in the only way in which it could be done. What they wanted was one line, under one control, and that British control, and free from end to end of all political, Asiatic, or European complications. (Cheers.) If, then, Government did not make such a communication, let them not mar it. He urged the meeting to press on the House of Com-

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mons and the Government the absolute necessity of insisting on the communication being made, and he trusted the conference would result in bringing about a satisfactory system instead of that of which they were now heartily ashamed. (Hear, hear.)

Mr. CRAWFORD, M.P., said the real question was not so much the grievances under which they were labouring as the way to remedy them. The Commons' Committee of 1866 in their report set forth all the bad elements in the system as it then existed, and every one of those elements still remained in full force. The committee recommended what they thought a proper course, and as the Government had since done nothing at all in the matter, this conference was held with the view of putting some pressure upon them. Any system of telegraphic communication between this country and India through the Continent would be essentially unsound, dependent as we were in the present day on the goodwill of foreign countries, and seeing that circumstances might arise to cut off our communication with the East absolutely and entirely. There were also great physical difficulties in the way of upholding a system of communication in rigorous winters and in mountainous parts of a country. On the other hand, we had the sea nearly the whole way from this to India, and we could be independent of almost every other nation along the route, with the single exception of the 120 miles between Alexandria and Suez. We had again the sea from Suez to Bombay. The laying of a line from Falmouth, or from wherever else it might start, by way of Egypt, might be perfectly facile, and reliance might be placed on its freedom from interruption, except in the event of any change in our friendly relations with Egypt. As to a guarantee, the Government naturally hesitated, after the failure of the Red Sea line, seeing that we were now taxed in consequence of that failure £36,000 a year. The Government had said why did we not put our shoulders to the wheel after the success of the Atlantic cable? The answer was that circumstances were very different, seeing that in the case of the Atlantic cable there was a broad expanse of water between the two countries it was sought to connect. We had also to a certain extent a political difficulty, arising out of the necessity of passing through Egypt, and having regard to that necessity—which would be nothing to that which might arise if the line passed through the Continent—he thought the Government were bound to assist by participating in the risk of the enterprise should anything happen to render the line valueless in the event of Egypt being at any time in the possession of a foreign Power at enmity with us. The practical step for the meeting to take was to resolve themselves into a committee to consider the best way to carry on an agitation on this subject, if he might use the term, but he would rather advise a fresh appeal to the Government or to Parliament, and if they thought it necessary to go as a deputation to the Government of India, he for one would be ready to accompany them. To the memorial presented in November last they received the usual stereotyped answer of a Government unwilling to do anything. They, the merchants, bankers, and others present, and all others connected with the East generally, should give the Government to understand that they were exceedingly dissatisfied with the existing state of our telegraphic communication, and ask for assistance either in the form of a guarantee or as circumstances might require.

Mr. JOHN PENDER, speaking on behalf of the Manchester Chamber of Commerce, said the complaints by the mercantile community there as to the irregularities connected with the present system of telegraphic communication were loud and long. The Government appeared to have facilities for quick communication, but not so the merchants of Manchester. The Chamber of Commerce had memorialised the Government on the subject, and he believed if action were taken by the meeting it would be earnestly and energetically supported by the commercial community of Manchester. There was a strong feeling on the part of the Government in reference to guarantees, but if they would only take their fair share in the shape of capital the thing would be done forthwith. Looking at them as the landlords of a great territory, they were bound to do as much for themselves as they, the merchants and others interested in the matter, were willing to do for themselves.

Mr. JOHN PEEL, M.P., bore testimony from his own experience to the extreme and vexatious irregularities and inconveniences in the transmission of telegrams, and said there was a grave suspicion in some quarters that they were tampered with on the way at some of the stations. He himself, however, had no reason whatever to suspect anything like bribery. So far from there being any improvement, the telegrams were worse and worse. He moved:—"That the following gentlemen, members of Parliament and others, representing various Eastern interests, be requested to form themselves into a standing committee, with power to add to their number, for the purpose of collecting and supplying such further information as may be necessary or available on the subject of Eastern telegraphic communication, and of arranging and carrying into effect such action as may be deemed advisable for the purpose of bringing the subject before the Government and the House of Commons:—Mr. Fleming, Mr. Creke, Mr. Wyllie, Sir F. Halliday, Mr. Napier, Mr. Magniac, Mr. Walkenshaw, Mr. Reiss, Mr. Gibb, Mr. Atkins, Mr. Hadow, and Mr. H. Gordon."

The motion was seconded by Baron ALFRED DE ROTHSCHILD, and carried with acclamation.

On the motion of Sir FREDERICK HALLIDAY, the thanks of the meeting were unanimously voted to the Lord Mayor for presiding on the occasion, and for affording accommodation in the Mansion-house for holding it.

The LORD MAYOR said he was glad they had assembled in such numbers, and taken up the subject in so business-like a manner, which afforded an augury that the work would be carried to a grand practical conclusion, for it was ridiculous that with such an army as we had in India, and with hundreds of thousands of our kindred there, we should be wanting in proper facilities for rapid communication with them.

The meeting then separated.

In the Italian Chamber of Deputies General Menabrea, replying to an interpellation of Signor Siccardi, has stated that the Government has determined to send the frigate *Clotilde* to Japan for the protection of Italian commerce.

Continental Intelligence.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, March 24.

It must appear to your readers so much like the fable of the Boy and the Wolf that I am almost afraid to revert to the old story of the Austrian expedition to the Far East. Nevertheless, the subject has been again revived, and, without being at all sanguine, I must say it looks as if there was this time a fair chance of success. In your last issue you republished the remarks of a correspondent of the *Standard* on the subject, and it is scarcely worth the ink to observe that they are greatly exaggerated and evidently penned with the animosity of party spirit and a desire to make Hungary look ridiculous. At all events, the writer is quite wrong as far as regards the projected expedition, for Hungary has quite as much to gain by commercial intercourse with China and Japan as Austria Proper, and from the very beginning the Hungarian Ministers have expressed themselves quite ready and willing to bear a fair share of the expenses of the mission. The arrival at Vienna of Herr Overbeck, the Austrian Consul at Singapore, seems to have infused new life into the authorities and the public, and produced something like enthusiasm. On the invitation of the Central Committee of the "Association of Austrian Industrials" a public meeting was held on the 11th inst., to take the subject into consideration, and about a hundred gentlemen attended. Colonel von Paradis, Vice-President of the Association, took the chair, and opened the meeting with a speech in which he contended that the owners of industrial establishments were more than others called upon to support the projected expedition, as it could not fail to bring grist to their own mills and be good for the general prosperity of the empire. Herr von Pacher, Referendary of the Central Committee, gave at considerable length an *expose* of the various interests that would reap benefits from trade with the East, and at his suggestion a resolution was passed declaring the adherence of the meeting to the principle of the expedition and pledging themselves to support it. At the same time it was resolved to draw up and publish a proclamation inviting support and co-operation from all merchants, shipowners, manufacturers, and corporations throughout the empire, for the execution of which a committee was elected, consisting of Messrs. von Pacher, von Paradis, Haardt, von Scrinzi, and Theimer.

All this is very satisfactory, and it is still more so to be able to state—as I am in a position to do from competent authority—that last week a conference was held at the offices of the Minister for Trade in Vienna—the Minister for Trade in the chair—which was attended by Vice-Admiral von Tegethoff, Captain Wipplinger, of the Imperial Navy, Baron von Gagern, Dr. von Scherzer, Consul-General Overbeck, and the Ministerial Secretary, Chawatt, as well as the Under-Secretary of State, Herr Fest, as the representative of the Hungarian Government, when the principle of sending out an expedition to the Far East with as little delay as possible was admitted on all sides. The two respective Ministers for Trade will now come to an understanding concerning the expenses and the proportionate amounts to be borne by the Austrian and Hungarian Treasuries, and then the next step will be to lay the plan before their respective legislatures, and ask for a vote in the usual constitutional manner.

The day before yesterday being the King of Prussia's birthday, the new German flag was displayed for the first time on all the public buildings in this city. A parade of the garrison and a military church service in the open air followed. In the evening the theatres were thrown open, and two military balls were given in honour of the occasion.

COMMERCIAL.

Coffee continues the leading article this week also, the sales amounting again to 50,000 bags, for which even rather better prices were paid, the market closing firm. There is no improvement to notice in Rice, but the demand is steady. Tea is higher and the transactions of the week have been considerable; among the sales by importers were 150 packages of Moning Congou per Peter Denny, *via* London, 214 do. do. per Douglas Castle from Shanghai (also *via* London), and the following parcels per Hong Kong, direct from Foochow: 213 packages Congou, 1,266 do. Kaisow Congou, 180 do. Pekoe Congou, 288 do. Pakling Congou, 797 do. Souchong, 104 do. Pekoe, and 48 do. Oolong. Notwithstanding the arrival of large supplies of Cassia Lignea the buyers are insatiable. Last week 1,600 chests were placed at 12½ sch. bco., but as importers wished to sell, as they still realise a large profit, they were content with 12¼, at which figure 4,000 chests changed hands, and there are still purchasers at that price. A better feeling prevails for Pepper, and 2,500 bags Singapore were taken at 3⅝ sch. bco. per lb., by which the stock in importers' hands is cleared off. There is but little demand for Spelter, and prices are about the same as last week, the only sales reported being 1,000 centners for spring delivery, and 500 do. afloat for delivery on arrival at 13.11, and 100 do. for spring delivery at 13.10

SHIPPING.

ARRIVED.—Oscar Vidal, from Whampoa and Canton; Bee, from Hong Kong; Therese, from Bangkok; Behring, from Honolulu.

SAILED.—Sophie, to Nicolayefsk; Ellen Rickmers (from Bremerhaven), to Singapore and Hong Kong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 25.

As I told you in my last, the Government, at the sitting of the 14th instant, laid upon the table the "Orange-book," containing the principal diplomatic documents tending to defend the policy pursued in the Lemburg-Luxemburg question, and principally with a desire to prove the fact that Holland had joined in the guarantee of the neutrality of Luxemburg. The papers show that no mention of such a guarantee was contained in the original draft of the London treaty, but that the Government consented to allow that it was included under the conviction that war would otherwise be inevitable. This was opposed by the Opposition, which criticised vigorously the behaviour of the Minister of Foreign Affairs. The debate lasted six days, at which, first the Minister, and afterwards some

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members of the Ministerial party, urged the necessity of the report of the committee appointed to investigate this diplomatic correspondence laying down an issue for the Chamber to vote upon the foreign policy of the Government, so that the Ministry could bring forward the Cabinet question again. This was declined by the Liberals, and a division was taken upon this conclusion—"That the Chamber should accept the papers as information, and should pass to the order of the day"—that is, that this Chamber should approve the vote of the former Chamber upon the foreign policy. This was passed by 55 against 18 votes. Then the debate about the motion of Mr. Blusse, that "The House having heard the statements of the Ministers, is of opinion that the country's interests did not require the last dissolution of the Chamber," was resumed, and, after a short debate, was carried by 89 against 34 votes. Notwithstanding that the Ministers promised to consider the adoption of this motion as a vote of want of confidence, they now declare that this motion was too ambiguous for the Ministry to consider it as a hostile vote involving the necessity for requesting their resignations. As soon as the division was known, Mr. de Bosch Kamper rose, and proposed that the House should forward an address to the King, in which the actual political situation should be stated, and the position of the Chamber and the Ministry fairly indicated for to-day's sitting. This address will be moved by a commission of five members. It is generally thought that a prolix debate will ensue, but the result is entirely a matter of conjecture, as the Ministers have elected to remain in office despite all hostile votes. I need not say that the general business and the interests of the country suffer much by this crisis, which must end in a dissolution of the Chamber, or an entire change in the Cabinet.

Beyond this struggle between the two parties in Parliament there is but very scant news. From Amsterdam I hear that the General Company of Trade and Industry will liquidate in a very short time; of course the financial condition of affairs will not be found very satisfactory.

In Rotterdam a very curious fact has occurred. A well-known actor, Mr. Albregt, had expressed his intention of giving a performance for his benefit; amongst the pieces announced for performance was a farce, called "The Two Emperors at Salzburg, or Napoleon III. as Marriage Broker." The Burgomaster of that town, however, prohibited the performance, under the instruction of the Minister of the Interior. The fact is, that the French Ambassador saw, in the title of the piece, an offence against the Emperor of the French.

Mr. A. Hohwu, manufacturer of chronometers at Amsterdam, has been honoured by the Japanese Government with a magnificent testimonial, which has been presented to him by the officer of the Japanese "Marine Akamak." This testimonial, a pair of silver vases, was presented to him in recognition of his services on behalf of the Japanese Marine. The testimonial bore the following inscription:—"The Government of Japan to Mr. Hohwu, Royal Manufacturer of Chronometers at Amsterdam, as a proof of esteem, 1867."

Postscript.—Rotterdam, March 25th.—The result of yesterday's sitting was most astonishing. I hazarded the probability that the address to the King, proposed by Mr. Kemper, would be approved of, but instead of my opinion being realised, the proposal was rejected by sixty-nine against three votes. After this decision the Chamber parted for the Easter recess. The Ministerial question is now *en suspens*, and no one knows what will occur. The Netherlands Bank has raised its discount ½ per cent.

COMMERCIAL.

Coffee.—The result of the Company's sale, at which 7[illegible],890 b. Java were offered, was that white Java Tjilatjap and Preanger sorts fetched 1c. to 2c. above valuation, whilst the inferior qualities of Java, Cadoe, and Malang were sold under the valuation. There is a good demand for the white and yellowish white sorts from this auction, but nothing is offered. The private transactions include 2,127 b. Java ex Insulinde and Nicot, 2,540 b. Padang Mocco ex Bremenland Mary Goddard, at 40c., and 2,563 b. Java ex Nederland.

Raw Sugar.—On the 19th inst. the Trading Company held its auction, at which 55,735 mats were offered, and all sold. The result, however, was not very favourable, the prices being for the brown and yellow sorts ½f. to ¾f. under those of November, and the white from 1f. to 1¼f. The greatest quantity was bought by Dutch refiners, only 10,000 mats being bought for export. The value now it as follows:—

No.	Value. Mar.	Nov.	No.	Value. Mar.	Nov.
5	f.28½	f.29	13	f.32¾	f.33½
6	29⅛	30	14	33¼	34¼
7	28¾	29¼	15	33½	34¼
8	29⅜	30¼	16	33¾	34½
9	30⅜	31¼	17	34¼	35¼
10	30½	31	18	34½	36
11	31¼	32	19	34¾	35¾
12	32¼	32¾	20	35½	36

Since the auction the market has been very firm, but no transactions have taken place, except that 561 mats Pamaroekan, floating per Seringapatam, No. 11, were sold at 31f. The stock of raw sugar in bond amounts to 34,339,743 kilo.

Rice, Tea, and Spices without the least particulars. The quotation is, for Nutmegs, No. 1, 80c. to 82c.; No. 2, 72c. to 73c.; No. 3, 57c. to 58c.; No. 4, 36c. to 37c.; Mace D, 116c. to 117c.; E, 112c. to 113c.; Cloves, No. 2, 28c. to 29c.; Java Cinnamon, No. 3, 155c. to 157c.; Black Pepper, 17½c. to 18c.; white, 40c. to 42c.

Arrack.—38/1 to 24/2 casks Batavia, trade-mark A P ex New Orleans, and 100 do. L A were offered by inscription. Only the first parcels were sold at 259¾f.

Tobacco.—(Java leaves.) On the 31st will be offered in auction 2,299 b. Tempeh, P K Blitar and M P. The stocks of Java at Amsterdam amount to 4,781 b.

Indigo.—The market is very firm, but without transactions, the stock being very unimportant.

Banca Tin.—2,000 slabs were sold at 54f. Billiton is quoted 52¾f.

Miscellaneous.—528 ch. Gummi Damar were sold by inscription, floating per Daniel Rankin from Batavia, at prices that did not transpire. Camphor unaltered, but firm. Cubebs, 129 b. ex Tweelingen changed hands, but the prices are not known. Rattans, 133 pic. ex Vrachtzoeker were sold at very firm prices.

Money and Stock Markets.—The stock markets have been generally dull, except the home funds; foreign stocks have been in general less buoyant. The demand for money was somewhat heavy, and especially in the open market the inquiries continue very active. Dutch Two-and-a Half per Cents., 54; Three per Cents., 63⅛; Four per Cents., 84⅞; Trading Company, 135½; Netherlands Bank, 253; Dutch India Trading Bank, 73½ to 74.

'Change.—London, 3 mo., f.11.83; 2 mo., f.11.84½; short, f.11.89, Paris, 3 mo., f.46.97½; 2 mo., f.47.05; short, f.47.25. Hamb'ro', 3 mo. f.34.90; 2 mo., f.34.95; short, f.35.10; Bremen 3 mo., 190f.

SHIPPING.

Arrivals.—March 14, at Texel, from Batavia, Bestevaer; at Zierikzee, from Batavia, Suzanna Elizabeth; March 18, at Brouwershaven, from Banjoewangie, Vriendschap; from Sourabaya, County of Argyle; from Batavia, Cosmopoliet I.; March 19, at Texel, from Banjoewangie, Sindbad, Anna Maria Wilhelmina, Huydecoper; from Batavia, Drie Gezusters; from Macassar, Doesborgh; March 20, at Zierikzee, from Batavia, Stad Delft; March 22, at Brouwershaven, from Samarang, Ormelie.

Departures.—From Hellevoet, for Samarang, March 15, Minister Franssen van de Putte; 18, from Brouwershaven, for Batavia, Noach, Dordrecht, Kortenaar, Copernicus, Hendrika; for Singapore, Hendrika; from Hellevoet, for Batavia, Iduna; from Texel, for Batavia, Bilderdyk, Azia, Galilei, Mentor, Maria Veronica, Waalstroom, Cornelia; for Samarang, Jacoba Christina, Eensgezindheid; for Macassar, Geredina Wilhelmina; for Singapore, Edouard and Marie; for Batavia, Kosmopoliet II.

Passengers Inward.—From Java, per Kosmopoliet I., Messrs. Cattenburg and family, Van Lier and family, D. de Witt and family, Potts and family, Mrs. van Beem, Miss Verbrug.

Passengers Outward.—For Java, per Dordrecht, Messrs. H. W. J. Benier and family, W. F. Heskes and family, P. van der Leeuw and family, Z. van der Klei, C. van 't Hoogerhuis, P. J. van Oesterhout, A. Donleben, Mrs. Heidsieck and family, Miss Heidsieck, and Mr. S. H. von Deutch; per Minister Franssen van de Putte, Messrs. J. B. Essers, Baat, Mossel and Pieuaisse; per Bilderdyk, Messrs. Berretty and child, Gersom and Mollema; per Azia, Messrs. J. H. Schmidt, C. Schemering Reelfs, W. de Lange, K. J. F. Schmidt and family; per Waalstroom, Messrs. Mohre and Schutz; per Maria Veronica, Messrs. Hagenzieker and family, Ruystenschild and family, Versteegh and family, J. Ten Voorden and family, Cats, T. Th. Bos, K. A. Brand, H. J. van Roderen and B. de Groot; per Galelei, Messrs. C. J. Imbert and family, J. Roelossz, J. T. C. de Graat, Straatsma, den Hond, Kok, van Leeuwen, Sparenberg, Keizer, Gruyten, and Elands; per Kosmopoliet II., Messrs. W. J. J. Docteurs van Leeuwen and family, T. van der Kolk and family, E. D. C. Middelaer and family, A. L. C. Stodtke and family, W. A. de Sturler, A. J. Crommelin, J. Trumpi, S. C. A. Lens, V. M. J. van der Mark, H. L. Kilian and family, J. Vogelzang, P. J. Vos, and 150 soldiers.

LEGAL.

—o—

LIVERPOOL SPRING ASSIZES.

Disputed Charter-Party.—Miebuhr and Another v. Prichard.—Mr. Chas. Russell was for the plaintiffs, and Mr. T. Jones, Q.C., and Mr. Bruce for the defendants. The plaintiffs, who are cotton merchants at London, with agents in Liverpool, brought the action to recover compensation for damages alleged to have been sustained by them, by reason of the breach on charter party by the defendants, who are merchants and shipowners in Liverpool. The Charter-party in dispute was made upon the ship *Cambria*, belonging to the defendants, in September, 1865. The parties to the charter were Messrs. Tilby and Co., brokers in Liverpool, acting as agents for the defendants, and Messrs. Mors Le Blanche, as agents for the plaintiffs. The charter provided that after the ship had been fitted for sea she should proceed to Singapore with a cargo for the benefit of the owners, and then go to Rangoon for orders and afterwards to Bassein or Akyab for rice. She was then to return to the United Kingdom, and be discharged either at the port of London or Liverpool. If the ship was discharged in London the freight was to be 57s. 6d. The ship was to be addressed to Messrs. Tilby and Co., or to agents to be named by them, and they were to report the ship, collect the freight, and attend to the general business of the ship. The *Cambria* was loaded with a cargo of rice at Bassein, which she discharged at London. The defendants placed the ship in the hands of Messrs. Bagshot, brokers, of Leadenhall-street, London, and it was alleged that by so doing, and depriving Messrs. Tilby or their agents of it, they had broken the charter party. The charter party did not state the amount of remuneration to be paid, but the ordinary terms were 2½ per cent. on the whole freight. The amount of freight upon which the defendant paid was £3,964 12s. 4d., and the commission claimed was £99 2s. 6d. Mr. Mors, who had been in business for about fourteen years and was interested in from sixty to eighty charters during a year, said the practice, so far as his experience went, was under the "address clause," to pay 2½ per cent. commission. On the other hand, it was contended that when a ship was "addressed" the owners of the ship and freight had the option of attending to the ship's business, and the brokers were entitled to a fee of from two to five guineas for having "reported" the ship.—His Lordship, in directing the jury, said the question for their consideration was whether they were satisfied any usage had been proved which imported that where a ship was "addressed" to a broker or his agent he was entitled to a commission of 2½ per cent. whether he did the business of the ship or not.—The jury gave a verdict for the defendants.—His Lordship asked the jury if they found that the usage had not been established.—The Foreman: Yes.—His Lordship: Is there any usage proved to your satisfaction that the addressed broker should report the ship and be entitled to the fee for reporting? Yes.—The plaintiffs were allowed £1 6s., with leave to the defendants to move.

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BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices April 7.
£10	Agra Bank, A shares	All	10 to 11
10	Do. B do.	—	7½ to 8½
25	Bank of Egypt	All	33 to 35
20	Chartered Bank Ind., Aust., & China	All	17⅞ to 18⅛
25	Chartered Merc. of India and China	All	28⅛ to 29⅛
20	City Bank	10	11¼ to 12½
28½	Hong Kong & Shanghai Bank	5⅝	¼ to ⅜ pm.
50	London and County	20	51 to 52
50	London Joint Stock	15	31½ to 32½
100	London and Westminster	20	67½ to 68½
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	31 to 32
	Miscellaneous.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	110 to 112
—	Do. Do. 1872	100	105 to 107
—	Do. Do. 1882-3	100	113½ to 113⅝
20	Ceylon Company	10	3 to 2½ dis.
20	Do. A shares	5	2 to 1 dis
10	Credit Foncier & Mobilier of England	All	2⅝ to 3 dis.
20	Egyptian Com. & Trading Company	6	5 to 4 dis.
10	General Credit & Discount Company	7½	2⅜ to 2⅛ dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2 to 1½ dis.
50	P. and O. Steam Company	All	57 to 59
50	Do. Do. 1867	5	¾ to 1½ pm.
10	Upper Assam Tea	All	4 to 5
100	West India Steam Company	60	58 to 61

MANCHESTER MARKETS.

Mr. Sam Mendel's Report of yesterday says:—"During the past week a fair but not very active business was done in the market at daily advancing values, chiefly in resale lots of shirtings at irregular prices, varying 3d. to 9d. per piece below manufacturers' quotations. Yarns found favour, and were placed somewhat freely by spinners at advancing rates. This morning there was less animation both in yarns and goods, with some moderate reduction in values; but at no time was there any marked pressure to make sales, and since noon there is a better feeling and more disposition to give out orders at some moderate reduction from the quoted prices herein." Quotations are:—Grey Shirtings, 7lbs., 10s. to 10s. 6d.; 8¼lbs., 12s. 6d.; Cotton Yarn, Nos. 16-24, 16½d. to 18¼d.; Nos. 28-32, 1s. 5½d. to 1s. 8d.; Maddapollams, 4s. 6d.; Long Cloths, 11s. 6d.; T-Cloths, 7s. 6d.; White Spot Shirtings, 12s. 9d.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-st.

Union Insurance Company of Canton, Dent, Palmer and Co, agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 13, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China and Japan. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan.

NEW ARRANGEMENTS.

From this date Subscriptions to the "**LONDON AND CHINA EXPRESS**" will be regarded as Subscriptions to this **AGENCY** also. Henceforward, therefore, Subscribers to the "London and China Express" will be entitled to the execution of orders

FREE OF COMMISSION.

To Non-Subscribers the terms will be, as heretofore, Two-and-a-Half per cent. on Orders over £50, and Five per cent. on Orders for a less amount.

Purchases and Sales of Bank or other Shares, Government Securities, &c., effected at ¼ per cent.

Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

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SEASON—1868.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 18th February, to Tuesday, the 20th November, inclusive.

Telegrams must be addressed "GRANT, KIACHTA."
If Express, "GRANT, KIACHTA," Express.
Express Telegrams may be wired on any day of the week.

CHARGES.

Twenty words or under	Tls. 15
Thirty „	20
And for every additional ten words or under	5 extra
Express Telegrams, any number of words	150 „

The charges are payable by the receiver to Messrs. HALL & HOLTZ, Agents, Shanghai, within THREE DAYS of delivery, otherwise 20 per cent. will be added to the above rates.

Agents at Shanghai . . .	Messrs. HALL & HOLTZ.
„ Tientsin . . .	„ FERGUSSON & Co.
„ Kalgan . . .	„ MATRINSKI & KAZANTZOFF.
„ Ourga . . .	„ TSIDAM ARIEFF.
London Agency . . .	LONDON & CHINA TELEGRAPH OFFICE, 2, Cowper's-court, Cornhill.
Head Office	KIACHTA, ORIENTAL SIBERIA, C. MITCHELL GRANT, Proprietor.

ARRANGEMENTS FOR 1868.

The Proprietor has made arrangements to run six couriers per month in May and June, in the event of delay in the transmission of telegrams by the Russian Telegraph Service. It may not be generally known that the delays during the last season were occasioned by the overflowing of the Rivers Irtisch, Obi, and Yenessei; upwards of 800 versts of Telegraph Line were swept away from time to time. As such inundations occur only once or twice in a century, the Proprietor hopes that the precaution he has taken will prove unnecessary. During the latter two months of last season the line worked very well, and Telegrams were delivered to and from Europe in 18 days; the average time being as follows:—

London and Kiachta by Telegraph	2 days.
Kiachta and Tientsin by Courier	12 „
Tientsin and Shanghai by Steamer	4 „
Total ...	18 days.

A courier having been killed by a fall from his horse last year, the telegram bag was lost, and has not yet been recovered. In order to prevent a recurrence of the inconvenience, it is the intention of the Proprietor to open all telegrams addressed to his care, and forward duplicates by the subsequent courier to their respective addresses, unless he be specially notified to the contrary. The number of stations in Mongolia will be doubled this year. Contracts have been made to deliver telegrams between Kiachta and Tientsin in twelve days; the non-fulfilment of the contracts as to time entails a penalty upon the contractors of from 1 to 3 taels per hour (6s. to 18s.), thus giving a guarantee that delay will not occur.

After the first two months of the season, which are the most severe as regards the climate, the contractors will reduce their contract time to ten days.

C. MITCHELL GRANT.

KIACHTA, January 2nd, 1868.

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EXPORTERS, SHIPPERS, STATIONERS, FANCY DEALERS, AND PRINTERS

WILL DO WELL TO GET A COPY OF

DEAN'S TRADE REFERENCE CATALOGUE,

CONSISTING OF 580 PAGES AND NEARLY 600 ENGRAVINGS, EACH ARTICLE WITH THE TRADE PRICE ATTACHED.

INSTEAD of saying what it does contain, we could more easily enumerate the few articles that it does not; suffice it to say that everything that a stationer can require in PAPER, LEATHER, WOOD, IRON, GLASS, or BRONZE will be found herein.

LONDON: DEAN & SON, 65, LUDGATE-HILL, E.C.,

Wholesale and Export Booksellers, Stationers, and Dealers.—Bible, Prayer, and Church Service Warehouse.

VALENTINE, CHRISTMAS, AND POETRY CARD MANUFACTURERS.—IMPORTERS OF AND DEALERS IN FRENCH, GERMAN, AND AMERICAN GOODS.—LITHOGRAPHERS AND PRINTERS TO THE TRADE.

ADVERTISING AGENTS, &c., 11, LUDGATE-HILL, E.C.]

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

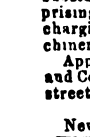
Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.



OVERLAND ROUTE.—

Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for

GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY.	From Southampton, every Saturday.
CEYLON, MADRAS, CALCUTTA, BATAVIA, SINGAPORE, CHINA, JAPAN.	From Southampton every fortnight—the day of departure being Saturday.
AUSTRALIA. KING GEORGE'S SOUND, MELBOURNE, SYDNEY, &c., &c.	From Southampton, once a month—the day of departure being Saturday.

The Steamers leave Marseilles every Sunday.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London, or Oriental-place, Southampton.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

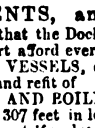
THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from hat port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; r at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.



THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th and 29th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

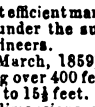
Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line, from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departures for China will be from San Francisco:—

June 3rd, July 15th, August 4th, and thereafter monthly.

For further particulars and through passage rates, apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 146, Cheapside, London.



COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendome, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

From Havre, April 9 and 23, May 7 and 21, June 4 and 18, July 2 and 16.

From Brest, April 11 and 25, May 9 and 23, June 6 and 20, July 4 and 18.

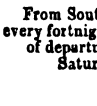
Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f, and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co. Agents, 8, Austinfriars, London, E.C.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.



FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

AND

COMMISSION AGENTS,

NAGASAKI

JAPAN.

NORTH CHINA MARINE INSURANCE COMPANY.

ESTABLISHED IN SHANGHAI, 1863.

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E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co
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John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and CO., Agents, Hatton-court, Threadneedle-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

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Capital paid up	60,000,000 ...	£2,400,000
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Do. Sept. 15, 1868	10,000,000 ...	£400,000
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CONTENTS, Thursday, April 2nd, 1868:—Canadian Parliament—Emigration—Canada and its Lumber—Nova Scotia and its Petition—Gold Fields—Market Reports, &c., &c.

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Vessels loading outwards, March, 1868:—

In London, "Dewa Gungadhur," "Carl Wilhelm," "Minnie."
In Liverpool, "Iron Queen, Eastern Chief."
In Glasgow, "Omba."

The increasing demand for accommodation at the Company's wharves is shown by the following figures:—

Registered tonnage alongside in the respective months of 1867.

January	7,577 tons	August	10,671 tons
February	9,493 ,,	September	12,160 ,,
March	7,852 ,,	October	11,327 ,,
April	7,363 ,,	November	14,966 ,,
May	8,919 ,,		
June	10,667 ,,		111,527 tons
July	10,532 ,,		

The wharves came into full operation in August last, since when the following vessels loading general cargoes for Singapore from Great Britain have guaranteed discharge at Tanjong Pagar:—

London.	Liverpool.	Glasgow.
Eastern Star.	Harvest Home.	Kate Carnie.
James Paton.	Prince Arthur.	Annie Main.
Alphington.	Ajax (s.s.)	Kinfauns Castle.
Doon.	Panuco.	Huntly Castle.
Belle of Southeak.	Mosstrooper.	Edinburgh Castle.
Ocean Belle.	Agamemnon (s.s.)	Lochlevin Castle.
Dewa Gungadhur.	Mary Nicholson.	Omba.
Carl Wilhelm.	Achilles (s. s.)	
Minnie.	Iron Queen.	
	Eastern Chief.	
	Diomed (s. s.)	

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Shanghai	Corea	A1 14 yr.	L.D.	April
Do.	Sir H. Parkes	A1 13 yr.	W.I.D.	April
Kanagawa	Contest	A1 14 yr.	W.I.D.	with des.

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Do.	Tiverton	AA 1	E.I.D.	April 25.
Calcutta	Leicester	A1 16 yr.	E.I.D.	April 20.
Do.	Trevelyan	AA 1	E.I.D.	April 25.
Shanghai	Laurel	A1 13 yr.	E.I.D.	April 18.

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JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

Destinatin.	Ships.	Tns.	Class.	Dock.	Date of Sailing
Bombay	Braunstone.	1011	A1	E.I.D.	W. des.
Colombo	Silver Craig		A1 13 yrs.	W.I.D.	Do.
Do.	Fort Regent		A1 10 yrs.	W.I.D.	Do.

No. 22, Great St. Helen's, E.C.

To follow the "Abergeldie." With immediate despatch having the greater portion of her cargo engaged.

DIRECT for BOMBAY.—The fine British-built clipper ship BRAUNSTONE, A1, 1,011 tons register; THOMAS OWEN, Commander; East India Docks. This splendid vessel, built in 1864, and metalled in August, 1867, is noted for her fast-sailing qualities, and well-known for the good order in which she invariably delivers her cargoes.

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Having the greater portion of her cargo engaged.

DIRECT for COLOMBO, the beautiful clipper ship SILVER CRAIG. A 1 13 years, 332 tons register; GEORGE CURRIE, Commander, West India Docks. This splendid cipper, built in 1864, offers the best opportunity to Shippers of fine Goods.

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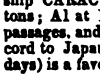

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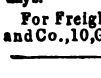

FOR HONG KONG DIRECT, the fine clipper ship CHETAH, A1 10 years, 759 tons register, D. REID, Commander; East India Docks. This ship has good accommodation for passengers. Made the passage to Hong Kong last voyage in 93 days, and home in 105 days.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 279.] LONDON, MONDAY, APRIL 20, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	Homeward. Received this day.
JAPAN — Osaka and Hiogo	—	—	Feb. 20
Yedo	—	—	Feb. 26
Yokohama	Dec. 26	Feb. 20	Mar. 2
Nagasaki			
Hakodadi			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	Feb. 26
Kiu-kiang	—	—	Feb. 27
Chin-kiang			
Shanghai	Jan. 16	Feb. 29	Mar. 5
Ningpo	—	—	Mar. 3
Foe-Chow	—	—	Mar 5
Formosa—Tamsuy			
Amoy	—	—	Mar. 6
Swatow			
Hong Kong	Jan. 17	Mar. 10	Mar. 11
Canton			
Macao			
PHILIPPINES— Manila	Jan. 10	Feb. 28	Mar. 4
COCHIN-CHINA— Saigon	—	—	Mar. 10
SIAM—Bangkok	—	—	Mar. 3
BORNEO—Labuan			Mar. 8
Sarawak	—	—	Mar. 6
JAVA — Batavia	—	—	Mar. 14
MALACCA STRAITS— Singapore	Feb. 10	Mar. 14	Mar. 18
Penang	Feb. 10	Mar. 12	Mar. 13

The next inward mail, with Hong Kong dates to March 25, is due on the 4th May. The next outward mail (P. and O.) leaves on Friday, the 24th inst. Via Galle no later telegrams have come to hand.

LATE TELEGRAM BY GRANT'S LINE.

We have received to-day a telegram *via* Kiachta, dated Shanghai, April 2. It announces that the French Minister in Japan had obtained satisfaction for the late attack on foreigners at Kobé, in the execution of twenty Japanese and an indemnity of 150,000 dollars. Commercial intelligence: Silk, No. 3 Tsatlee, 555 tls; sales during the fortnight, 1,000 bales; stock, 400 bales. No tea in the market. 8¼ lb. Grey Shirtings, tls. 2.3. Exchange, six months' bank bill, 5s. 10½d.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamers Cambodge and Peluse, arrived at Marseilles, April 6.—From Yokohama: Mr. Robin. From Shanghai: Messrs. Faure, Bazerke, and Deraz. From Hong Kong: Messrs. Deros, Tririno Rodriguez, Carraccilio, Carraracos, Ramiro, Suarez, Hindrobro, Alleman, Fajard, Diaz, Castaira, Lubian, and Cancelades. Mdme. David, Mdlle. Landa. From Saigon: Messrs. Lefort, Duplessis, Vigne, Duleux, Dufresne, Bacciocilio, Chanoine, and Letaille. From Singapore: Messrs. Langenohft, Pays, Gomez, and Powrie: From Batavia: Messrs. Crommelin van Meercher, Holmberg, Van Beck, Wasmink, Kolff, Gueriche, Meestra, Scheffer, Boja, Broomer, Echantillo, Van Stein, Borel, Bins, Messagers, Mdme. Barielle.

By this mail to Marseilles, per P. and O. steamer Ripon, arrived April 18.—From Hong Kong: Mr. H. Jones, Mr. T. Craig, Don Jose a Tuton. From Ceylon: Mr. Nasmythe, Mrs. Wright and daughter, Mr. G. A. Anstey.

To Southampton, per P. and O. steamer Bangalore, expected to arrive April 24.—From Yokohama: Mr. T. Clements. From Shanghai: Mr. Williams, Mrs. Macintosh, child, and servant. From Hong Kong: Captain Cavire, Rev. F. W. and Mrs. Muirhead, Mr. P. de Sevilla. From Singapore: Dr. Treacher, Capt. Milner, Mrs. Wishart and five children, Mrs. Dowrie and two children. From Galle: Mr. and Mrs. Maitland and two children, Mr. and Mrs. d'Eture, Mr. Burcham, Mr. MacIntyre.

PASSENGERS OUTWARD.

Per French steamer Peluse, from Marseilles, April 19 (booked from London): None.

Per P. and O. steamer Delta, from Southampton, April 16.—To Yokohama: Mr. W. Lane, Mr. J. Liddall. To Hong Kong: Lieut. R. E. Stopford, R.N. To Singapore: Mr. and Mrs. W. R. Scott and three children, Mr. A. Luke. To Ceylon: Mr. J. F. Wingate.

Per P. and O. steamer Ripon, from Marseilles, April 26.—To Yokohama: Mr. P. Stein. To Hong Kong: Mr. G. B. Cadell, Mr. Linstead, Mr. de St. Croix, Mr. R. S. Walker. To Singapore: Mr. R. Jardine. To Ceylon: Mr. C. J. Scott.

From Suez.—To Hong Kong: Mr. A. Thomsen.

Per P. and O. steamer from Southampton, May 2.—To Hong Kong: Mr. A. Robinson, Junr. To Ceylon: Mr. Sydney Hyde, Lieut. Westaway.

Per P. and O. steamer from Marseilles, May 10.—To Shanghai: Mr. H. Curjel. To Singapore: Mr. J. Murray, Mr. R. Padday, Mr. A. C. Padday.

From Suez.—To Ceylon: Mr. and Mrs. A. M. Ferguson, Miss Ferguson.

Summary of News from the Far East.

JAPAN.

THE REVOLUTION.

By way of San Francisco (as noticed in another column) we have already received news from Japan some ten days later than that brought by the present mail. There are, however, no facts of importance that are not comprised in the following summary of the *Japan Times*, which brings our dates from the new ports to the 20th February:—

We have nothing absolutely conclusive to report of the result of the struggle now in progress between the Mikado and the Southern Daimios and the ex-Shiogoon and his friends of the North. What we have to state, however, is of such a character as to lead to the hope, if not to the belief, that the existing difficulties will be overcome, and peace restored to the country without further bloodshed. Our statement last mail that the Mikado had offered to accept the treaties of 1858 and, *nomine mutato*, to put himself in the place of the Shiogoon as our ally, is confirmed by the publication of an official notification at Kobe to that effect. One of our correspondents there, writing under date of the 16th inst., says:—"A notification is published to-day, setting forth that the Mikado has undertaken to carry out the treaties with foreigners in their integrity, and commanding Japanese subjects to abstain from lawless acts towards foreigners. The natives are further informed that Satsuma and Chiosiu have garrisoned Kobe, and are enjoined to pursue their avocations 'without anxiety.' The Government of Hiogo and Osaka is for the present vested in three commissioners, one of whom is Ito." This man Ito is very well known to some of the members of the Foreign Legations, who have met him at Simonoseki and elsewhere; he is a confidential servant of Prince Chiosiu. In furtherance of the intentions of the Emperor, Dr. Willis and Mr. Satow have been invited up to Kioto. The ostensible reason of the visit is that Dr. Willis should give his professional assistance to some wounded officers of the Mikado's army, but it is believed at Kobe, and doubtless with good reason, that Sir Harry Parkes had a political object in view in sending them up. They left Kobe on the 16th Feb., and their visit would last, it was thought, about a fortnight. It is probably preliminary to an expedition to the capital by some of the Ministers.

On the 18th a representative of each of the Legations went up to Osaka to make preparations for the return of the Ministers to that city at an early date, their continued residence at Kobe being inconvenient and undesirable for many reasons besides those of a political nature. Thus diplomatic relations appear to be pretty firmly established already, or in good train towards their establishment, between the new rulers of Japan and ourselves. A lingering doubt of the power of the Southern chiefs, however, or a weak notion that it is possible to keep on good terms both with them and with the opposite party, by refusing special advantages to either, would seem to be indicated by the publication of a notification which, another correspondent tells us, has been issued (18th inst.) at Kobe. This is to enjoin foreigners not to sell arms or munitions of war to any Japanese whatever, to Government or private person.

The unfortunate rupture of friendly relations with the Prince of Bizen, which we mentioned in our last, has been pretty

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well accommodated, though for some time it was feared that evil consequences might ensue. The Prince held a village half way to Osaka called Nishi-omiya, mentioned by our old correspondent Mr. Seare as the place where he used to halt to "renovate the tissues" when journeying from Hiogo to Osaka or back. On the 13th inst., eight days after the disturbance at Kobe, Bizen's people still remaining at Nishi-omiya, the foreign consuls had to issue notifications warning their countrymen against going thither; and thus the land road to Osaka was completely blocked up. As this state of things manifestly could not be allowed to continue, Satsuma and Chiosiu ordered Bizen to quit his position. This at first he refused to do, but when he saw the others quite in earnest and prepared to force him out if necessary, he retired after a slight show of resistance, and went up to Kioto.

The greatest possible care is taken by the Yedo party to keep their transactions secret, or to falsify events which occur. We have it on good authority from various sources, however, that the house of Iyeyas is divided against itself. It is stated that 'Stotsbashi is truly a "man of peace." It may be remembered that his sole alleged reason for accepting the perilous office of Shiogoon was for the special object of bringing to a peaceful conclusion the Chiosiu war—he appears to have been forced into action at Osaka against his will—he fled, much to the disgust of many of his friends and supporters, rather than fight against the Mikado's sacred standard, and it is certain that he has been in constant negotiation with agents of Tosa and Geyshiu since his return to his capital. Our latest intelligence leads us to the belief that the sentence of outlawry, originally pronounced against him, has been rescinded, and that he is allowed to retire from public life by a less unpleasant route than the *hara-kiri*. This concession, it is said, has been obtained from the Mikado—really from Chiosiu and Satsuma—by Owari and Echizen, Stotsbashi's relatives. The prince of Kiishiu assumes the headship of the Tokugawa family, and Stotsbashi disappears from public life. Such is the programme as stated to us; its correctness we cannot absolutely vouch for. We can only say that we consider it highly probable that this will be the solution of the existing difficulty. Some of Stotsbashi's friends are highly indignant however at the suggestion, and want to fight for the restoration of a chief who won't fight for himself. But this is a sort of enthusiam that must soon burn itself out. One of the *Wakadoshiyori* or Second Council, however, has shown he was in earnest, by committing *hara-kiri*.

YOKOHAMA.

Our advices from this port are brought down to the 27th February. The outward mail of Dec. 26 was delivered on the 20th February. The following items of local news are from the *Japan Times*:—

It is rumoured among the Japanese that Yedo will be opened to foreign trade almost immediately. We are in a position however to contradict this. A native company has bought the *Enakawa*, a small screw steamer of very small draught of water, for a ferry boat to ply between this and Yedo. She will make the up and down trip every day, which will be a great convenience. Our Japanese speculators, however, must strengthen their "line"—for they will assuredly never be able to work it with only one boat.

A meeting has taken place of subscribers to the new hospital. The way in which the election of Dr. de Meyer was secured the other day confirms us in our impression that the whole thing is a cleverly executed job, and as a couple of Dutch men-of-war are expected here immediately, English subscribers may probably have an opportunity of seeing what we predicted —English patients turned out of the beds to make room for Dutch sailors.

Mr. Goodwin, the Assistant Judge of the Shanghai Court, returns by this steamer, after having decided several cases locally important, but of no great interest to outside readers. A great case is shortly coming on in the American Court to decide which of two vessels was in the wrong—the *Herman* or the *Osaca*—in a recent collision, in which the latter was almost destroyed. The damages claimed are $85,000.

The weather is getting much milder, but is still a great deal colder than is pleasant. We look for a few weeks' rain, after which the charming Japan spring will come to delight and comfort us. The health of the Settlement is moderately good.

The appearance of the Mikado's officers here is not expected immediately. We mentioned in our postscript last mail, that detachments of troops were being made against Daimios in the South who were friendly to the ex-Shiogoon. Hashimoto Shosho, one of the Sanyo or second council under the new system, and a special commissioner, Yanagawari, attended by a number of officers and a large force of picked troops, are proceeding through the South, receiving the submission, or degrading and making inkio chiikiyo, of a number of the Fudais who have hitherto been so useful to the Shiogoon in those parts, by overlooking and holding in check the Kokushi Daimios. It is evident that the work must take some time, and equally clear that it would be folly for the Southerners to march on Yedo until they had made all safe behind them. And time appears to be doing their work for them. Dissatisfaction and disaffection will probably exist for some time, but after their appearance among many we doubt any resistance being made when the Mikado's officers arrive.

Great complaints, says the *Gazette*, are made by the Yokohama community about the doings, or rather want of doings, of the municipal director, Mr. Dohmen, a Dutch gentleman, formerly in the British Consular service, who draws the nice little income of $7,200 for his municipal services, which, it is alleged, are most inefficiently performed. By taking the action he has done (which transpired at a meeting of land renters) Mr. Dohmen has created a great gulf between the community and the governors of Kanagawa, and rendered his office an object of public opprobium.

The foreign ministers are soon expected back to Yokohama, and the officers of the new government will probably follow in their train. His Excellency the French Minister left on the 25th for Hiogo with Admiral Ohier, and the whole French squadron; so that it would appear that even M. Roches is at last convinced that Stotsbashi has really thrown up the sponge. How the matter of the French contracts has been arranged has not transpired; an attempt will probably be made to compel the Mikado to take them over. To use an expression more expressive than elegant—he will be a great fool if he does.

The man Bryers, of H.M. 9th Regiment, who was the unfortunate cause of the death of his comrade Gibbons, was indicted on the 17th February for wilful murder, before Mr. Goodwin, Assistant Judge of the Supreme Court. The prisoner was found guilty of manslaughter, and sentenced to two years' imprisonment, with hard labour. The provocation received was excessive; the deed was certainly not premeditated, and it is hard to believe that a man would really have the intention to kill another with a penknife: so that probably, taking into account the reproaches of the man's own conscience, a couple of years in Hong Kong jail is sufficient punishment to exact for the crime.

NAGASAKI.

The latest date from this port is March 5. The newly acquired boon of regular mail communication seems to be fully appreciated by the community here, and it is expected to have a very beneficial effect on the development of trade. The residents, however, complain of the very short time mail steamers are detained there. On the last trip of the *Cadiz* she is stated to have arrived at 10 P.M., and sailed next morning at 8, many of the inhabitants having no notice of her arrival. The same grievance is complained of with reference to the Pacific mail steamer which, having arrived at dusk, was despatched at 2 A.M. A circular appears to have been issued about 10 P.M., warning passengers to get on board at once; but several of the residents did not see the circular, and had their correspondence shut out.

A letter from this port says:—"The Princes have taken the government of the place, and given their bond for the security and well-being of the foreign settlement; and from the stringent manner in which they carry out their promises it seems to be an improvement on the old Government. The Shiogoon has been declared to be a rebel by the Southern powers, as having executed treaties with foreign Powers without the consent of Daimios, members of the Gorogio, and what Satsuma is now doing he declares to be by orders of the Mikado. We also further learn that, instead of marching for Nagasaki as intended, he has with his armies gone on to Yedo, to fight the Government in their own tertitory. His forces are stated to be 200,000 strong. We have dispensed with our nightly guard from the men-of-war, and the night patrol has also ceased.

"The steamer *Adeline* (formerly the Confederate cruiser *Rappahannok*) is purchased by the Government, and goes up from this to Yedo with troops. The price I have not heard; I presume, however, it was not in Government bonds. Conse-

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quent on the death of Mr. Myburgh, H.B.M. Consul at Hiogo, Mr. Flowers, acting here, will be transferred to that port, and Mr. Annesley promoted to the vacant appointment."

CHINA.

HANKOW.

The impression gains ground that the stoppage of the Customs' Bank at this port, by which foreigners lose heavily, is a planned thing, in revenge for the losses inflicted on natives by the bankruptcy of Mackellar and Gordon. An important despatch on the subject has been sent by the U. S. Consul at Hankow to the Viceroy, with reference to the failure of the Customs' Bank. Mr. Medhurst, H.B.M. Consul, has addressed a similar letter, and the French, Russian and Portuguese Consuls have also written on the subject. We extract the following paragraphs.

Consulate of the United States of America, Hankow, February 16, 1868.

His Excellency Li, Viceroy of Hupeh and Honan, &c., &c., &c.

SIR,—The Superintendent of Customs, Chung, met all the foreign consuls by appointment at the British Consulate on the 12th inst. Their object in inviting him to a conference was to ascertain, in the first instance, the conditions under which the Shan-yein-tai Bank originally received its authority to collect customs' dues on account of the Chinese Government; the grounds on which the bank had been temporarily closed shortly after the Chinese New Year, and the actual amount of its assets and obligations; and it was their intention, in the event of the position of the bank not proving so disastrous as to be beyond remedy, to propose to the Superintendent of Customs new arrangements by which the bank might be permitted once more to receive customs' dues, and renew its usual business, under competent supervision, so as to give it an opportunity to recover itself without serious loss to foreign holders of its orders, and the derangement of public credit, which must inevitably follow upon its present prescribed condition.

The Superintendent of Customs proved most impracticable, although every effort was made to obtain some information from him, and to urge the expediency of an amicable adjustment of the question. He declared that he could not tell who were the partners in the bank, what the conditions were on which it was established, what assets or liabilities it has beyond his own department; he professed his inability to procure for the Consuls a sight of the books or statement of the accounts, and he persistently declined to suggest or entertain any proposition whatever, with a view to tiding over the present difficulty.

The Shang-yein-tai Bank was established by a former Taoutai, under the instructions of Viceroy Quin, at the first opening of the port, for the express purpose of receiving customs' duties on foreign trade, when it was designated as the Government or Customs' Bank; it has ever since been employed by the superintendent of customs, not only in this capacity, but likewise to effect and repay public loans, and to conduct various other monetary transactions on the part of the Government. The profits of the bank in the shape of meltage fees and difference in scales has so far been appropriated by Government; its orders have passed current, and have been received and used by the authorities in preference to those of any other banking-house. He declared the bank unable to receive dues without the slightest warning.

You will please furnish the names of the partners in the bank, of their assets and liabilities, and, if need, all assets subject to a *pro rata* share.

I have to request, with a view to the protection of the citizens of the United States, that I may be distinctly informed under what conditions the Koon Yew Bank, at present authorised to receive duties, is to be permitted to represent the Government, &c.

SHANGHAI.

From Shanghai we have advices to the 5th March. The outward mail of January 10, with the London telegrams to January 25, was delivered on the 29th February. From the *North China Herald* we gather the following items:—

Messrs. Rundle and Russell, telegraphers of the East India Telegraph Company, quitted China by the last Pacific Mail steamer from Hong Kong, having been recalled by that company on the ground that the project of connecting Hong Kong and Shanghai by a submarine cable had been indefinitely postponed, by which they probably mean abandoned. Dr. Macgowan, the commissioner of the company, did not encourage the company to undertake submarine telegraphy on the coast of China. He held that not only would such a cable be exposed to peculiar peril from the innumerable fishing vessels that are ever dredging the coast—a peril which, it seems to us, might have been easily averted by sinking it in deep water—but that a submarine line is likely to be superseded as soon as land lines are constructed, a work which, according to Dr. Macgowan, the Chinese Government proposes to undertake when, by means of their own scientific schools, they shall be provided with competent engineers. We fear this result is remote. They are disinclined to commit the construction of railways and telegraphs to foreigners, save as they do their docks, arsenals and steamers, as the exclusive property of the Government. In a word, they aim to secure all the appliances of foreign service, without incurring any avoidable subjection to the foreigner. Their decision might be held wise, if they showed any intention to forward the projects from which they reject foreign aid.

A meeting of shareholders in the Shanghai Steam Navigation Company has been held, at which the report and accounts were read and passed. The shareholders have every reason to congratulate themselves on the success of the year's working, which has resulted in a profit of tls. 806,000, and has enabled them to wipe off the whole of the cost of the new steamers whose purchase was authorised at the last meeting. It was resolved to declare a stock dividend of 50 per cent., and to re-issue the capital of the company in tls. 100 instead of tls. 1,000 shares. The steamers *Manchu* and *Warrior* were purchased from Messrs. Russell and Co. The following directors were elected for the ensuing year; Messrs. Cunningham, President; Porter Forbes, Bryans, and Overweg.

A meeting of subscribers to the Chinese Hospital was held on the 28th Feb., at which it was explained that the expenditure during the past year had been $1,181, and it was resolved to repair and improve the building. The noise of the performances at the Peking Theatre was complained of as injurious to the patients.

The Rifle Club have held a prize meeting, which was thinly attended. The programme comprised a novelty in Shanghai—a skirmishing prize, designed to test quickness as well as accuracy of aim.

The extensive alterations to the new premises in Nanking-road, which have been jointly taken by the English and local post-offices, have been completed, and the offices were removed thither on the 1st February.

A meeting of members of the Gymnasium was called on the 21st instant, but sufficient members did not attend. We are glad to see that the institution still appears to flourish, comprising over one hundred and fifty members, and possessing a considerable cash balance. We presume measures will soon be taken to get up the Spring Athletic Sports meeting.

We hear that a pension has been conferred upon one Hsing ta-sheng, who has been employed in H. B. M. Consulate as messenger since 1843, and who has really proved himself during that time "an honest man."

A Consular Notification has been issued, describing a flag to be shown by vessels in distress off Formosa, to secure protection from the natives, under the agreement lately concluded with the latter by the U.S. Consul at Amoy. It is red, oblong in shape, 2 ft. 9 in. long and 1 ft. 7 in. broad.

A great fall in steamer freights to Tientsin has taken place, through the break down of a combination to keep them up. It is hardly likely, however, that the competition will last.

The barques *Kew-kee* and *Tales* have been sold for tls. 9,450 and 11,000 respectively.

The *Shanghai Recorder* says:—"A strange rumour has within the last few days obtained currency in the settlement, to the effect namely that Tseng-Kwo-Fan will visit Shanghai, in order to settle a question which has arisen from a claim instituted by the French missionaries on a piece of land within the city of Shanghai. The ground in question is at present occupied by the Confucian Temple, but was, our informant tells us, some two hundred years ago the site of a Roman Catholic chapel. If this be the case, the clause in the French treaty which yields back all the lands formerly ceded to the Catholic missions will give the right to this piece; but it seems that the overseer of the Temple, an important class of men, resisted the claim, and referred the question to Peking, whence in return it was re-referred to Tseng-Kwo-Fan, as coming under his jurisdiction. If this story be true we imagine that Tseng will scarcely relish the business that has fallen to his lot, and which involves so much risk of on the one side producing hostility with France, and on the other, disgracing him in the eyes of the Peking authorities, should he make what no doubt appears to be a dangerous concession. The recent visit of H. E. Anson Burlinghame to the Viceroy, followed by the visit of Vcte. Brenier and Mr. Dillon to Nankin, without any stated object, would appear to lend colour to the rumour."

The *Shanghai Recorder* contains the following, with reference to the growth of native opium:—"A feature in the present native coast trade has been brought to our notice which is of no little interest to the foreign merchant—namely, the notable increase both as to quantity and quality of the Chinese opium grown in the northern provinces. We are informed, upon authority in which we have confidence, that in some parts of

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the empire it is considered equal, if not superior, to the best drug from India, and it is even surmised that if the cultivation and manufacture continue to improve at the same pace they have latterly, the Chinese opium may very seriously compete with that imported by foreign houses."

We are glad to hear that the party of gentlemen who we recently noticed had started on an overland journey to Foochow arrived there safely on the 14th February, having met with no trouble or inconvenience on the way. They may be expected back in Shanghai by the steamer *Fusiyama*.

A Tientsin correspondent, writing under date February 1st, mentions a report that the Mahomedan rebels have commenced their threatened campaign against Shanse, and captured three towns. Very heavy falls of snow had taken place.

From the North news has been received which bears out the statements already made to the effect that the Nienfei rebels contemplate making a junction with the Mahometans. The intelligence is to the effect that the Nienfei have penetrated to Kwang-ping-foo, on the borders of Chili, and that Li, the Commander-in-Chief of the Imperial Forces, has received orders to march there at once. A correspondent of the *Friend of China* at the seat of war speaking of the state of the army says :—

"When he (a certain General Ko, in command of thirty-four stockades) found out that so many of his men were running away, he ordered his column to march in square, and placed officers on each side of the square to watch the men more closely. But still they ran away. He then gave orders to more officers that if they saw any man running away, to behead him at once; and as they have carried his orders out to the point, and beheaded in large numbers, things are coming to a pretty pitch. I don't blame those men for running away. We have got no commissariat, and the troops have to trust to getting provisions at whatever town they may chance to halt. Fancy travelling without provisions! It is most absurd! Of course the men being without provisions, pay, or clothing, it is enough to make them run away, or even do worse—to rebel, in fact. It is not only this general's column that is in this state. The remainder, five in number, now before the rebel lines, are as bad. But General Ko has told Lee that he can finish this Nienfei rebellion in three months. I have heard this morning that the rebels have captured said General Ko. He has been fighting very hard for the last fortnight, the Imperialists gaining the victory; the rebels' loss in killed and wounded being about 4,000 men, and this during the last fourteen days only. The rebels have got very much disheartened since they lost their second in command. The Imperialists are licking them in every battle. Their second Wong was killed the third day of the eleventh month of the Chinese year. I think Lee will finish this rebellion."

FOOCHOW.

The following interesting information concerning the Chinese Arsenal at Foochow appears in a local paper :—The Chinese Arsenal is progressing rapidly. The houses for Europeans, two small schools and one ship slip are already completed, the ground (before rice fields inundated at high water) is very nearly filled in, and the foundations of the workshops are completed. This last was an extensive operation. The ground had to be filled in all round five feet high, and the foundations of the buildings had to be secured by enormous piles and a thick layer of ballast. The Arsenal was officially inaugurated on the 18th January last, when the keel of a steamer was put on the blocks and the foundation stone of the workshops was laid, the Imperial Commissioner deputed by the Peking Government to take the general direction of the arsenal presiding at the ceremony, and the native authorities doing their best to make the proceedings imposing. Troops and gunboats were posted around, with the usual firing off of muskets and guns, accompanied by gongs and crackers. The Commissioner so far conformed to European customs as to himself lay a piece of the keel, and he gave the ship the name of the *Wan-nien-Tsing* (the ten thousand years' Tsing dynasty). He then visited the machines which have lately arrived and were set in motion for his inspection. Afterwards he laid the foundation stone.

The Chinese Manderins have great confidence in the success of the undertaking, and co-operate heartily with the Europeans. The schools, which each number thirty pupils, have already given satisfactory evidence of progress, and in another year and a half the pupils will be able to attend lessons delivered in French or other foreign languages. At present Mons. Giquel is the sole manager at the arsenal. He has with him half of the foreign staff (about twenty people); Mr. D'Aiguebelle is expected to leave Europe with the other half in the course of the present month.

HONG KONG.

From this port we have dates to the 11th March. The London mails of January 17 were delivered in Hong Kong March 10. The most important item of news is that a rumour was afloat that, under the influence of Mr. Hart, Sir Rutherford Alcock had been induced to consent to a postponement of the revision of the treaty for eighteen months. We give below some extracts from an article in the *China Mail* on this subject. The following items of news are from the same paper :—

The gunboats *Drake* and *Bouncer* have been doing good service against the pirates. They left on the 28th February for Castle Peak Bay, and thence went to Deep Bay, where they landed a company of small-armed men and captured two junks, one of which was unusually well found in warlike stores, even for a Chinese pirate. The crews jumped overboard on the approach of the gunboats. They then went on to Tye Ho Bay, and thence to Chung Chow, but learned nothing of importance. We understand that Mr. Deane, Acting Superintendent of Police, accompanied the expedition.

There is, we believe, a project under consideration by the colonial Government, which if carried into execution would add very materially to the general safety of the colony. Some time since it was proposed by the directors of the Hong Kong and Whampoa Dock Company to establish a telegraphic wire between the superintendent's office at Aberdeen and the secretary's office in Victoria. A complete apparatus had already been ordered and arrived per the *Serica*, but for some reasons, with the details of which we are not fully acquainted, the idea was abandoned, and the apparatus and wire (consigned to the care of Messrs. Falconer and Co.) remain upon their hands. The existence of this apparatus in the colony has been brought to the knowledge of his Excellency Sir R. MacDonnell, and a proposition has been made to connect by wire the police stations of the island, and thus place such out of the way places as Sowkewan, Aberdeen, &c., in instantaneous communication with the Central Police Station. The advantages of thus having the power of immediately placing every policeman in the island on the alert at the first alarm, no matter at what point that alarm may be given, are too obvious to require any discussion. The additional feeling of security which would be engendered by knowing that the perpetrators of any outrage would almost inevitably be detected, and that crimes would therefore become more and more rare, would amply justify the expense of placing a telegraphic apparatus.

All Mr. Dent's racehorses were offered for sale by public auction on the Parade Ground, but no bids were made by the public, and the horses were evidently bought in, one after another, for the owner. A considerable number of persons were present.

The *Overland Trade Report* says :—"The new Hong Kong Hotel was opened on the 29th February in a highly auspicious manner, the launch of the enterprise being celebrated by a splendid tiffin, to which about one hundred and fifty guests sat down, and at which the Governor, Lady MacDonnell, and other distinguished persons were present. Since then the establishment has gradually been getting into working order, and on the 7th the American bar on the lower story was opened. Almost all the available bedroom accommodation has been taken up, and the large dining-room is crowded every evening. High hopes are naturally entertained for the future."

Nothing has yet been decided on regarding the Mint, but there is a very strong feeling against its being altogether abandoned. It is suggested that if the banks decline to avail themselves of the Governor's offer to take it over, a company should be formed to purchase and work it.

A new local publication, illustrated with photographs and entitled *The China Magazine*, has been started. The first number is thus reviewed in the *Daily Press* :—"The first number of the new *China Magazine*, which was published on Saturday, promises more than favourably for the series thus commenced. When the project was first announced, it was easy to foresee that a photographic periodical of the nature intended would furnish an admirable means of giving one's friends at home an idea of what Hong Kong is like. Now that the magazine is actually in existence, this is no longer a matter of conjecture. Of the three photographs which it includes, two are distinctly of a kind which will be worth preserving as mementos of the colony, or sending home to England. The frontispiece is a view of the Public Gardens, Government House, the Cathedral, the Barracks, and that part of the town generally, taken from the first bridge on the path up the Peak. It gives a good and correct idea of the best part of Victoria. The other is a view of the Racecourse, taken by the instantaneous process, on the third day of the races. The view is apparently taken from the hills on the eastern side of the valley, and includes a distant glimpse of the town and harbour,

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over the ridge through which the Gap-road passes. A very attractive list of photographs in course of being printed for the magazine is advertised at the end. From this we see that there are to be portraits of Stotsbashi and Prince Kung, besides all manner of views in Hong Kong, Canton, and Macao. In reference to the articles of the magazine, the necessity for lightness has been kept properly in view, and there is nothing heavy or dull in the whole number."

In our last we noticed the favourable finding of the Court of Inquiry held to investigate the loss of the P. and O. steamer *Niphon*, but the document itself was excluded by want of space. It runs as follows:—

The loss of the *Niphon* was owing primarily to unusually strong indraught, and inaccurate and deceptive bearings, partly owing to the wrong delineation of land to the westward on the chart; and, secondly, to a mistaken estimate of the distance of the land visible before the ship struck, and the existence of an uncharted reef, projecting from House-hill, the description of which place, in the *China Pilot*, as steep to, is also, therefore open to misconception.

After long and careful consideration of the circumstances of the case, it is held that the commander of the *Niphon* is exonerated from all blame for her loss, which was an accident incidental to the night navigation of this coast at this time of the year; that after the vessel struck there was no possibility of getting her off, or saving her from loss, and that the best means were taken for saving the lives of passengers and crew. That the commander was well supported by the officers of the ship in this service, the chief officer and carpenter remaining on board with him to the last—till the ship was about breaking in two. And, that the commander was warranted in leaving the wreck in the steamer *Fungshuey*, as there was apparently nothing left to be saved from it with any means at his disposal.

The Court desires, in conclusion, to express its high opinion of the praiseworthy conduct of Lieutenant Anson, R.N., a passenger, who at great personal risk made many and successful attempts to save the lives of the people on board.

REMARKS APPENDED TO THE ABOVE FINDING.

The discovery of a reef projecting eastward and south-eastward from House-hill (hitherto considered steep to), should lead the commanders of coast steamers to think less favourably of the channel between that land and Lamtia, for navigation in the night, than they have hitherto considered it.

The security of the navigation of this coast would be promoted by the fitting of all steamers employed in it with wheel-houses and chart-rooms, in the fore part of the vessel. Such conveniences would have materially aided the careful system of navigation which the evidence, in this case, shows to have been observed on board the *Niphon*.

THREATENED POSTPONEMENT OF REVISION OF THE TREATY.

The following remarks on this subject are from the *China Mail*:—

The announcement that a postponement of the Revision of the Treaty might, so far as the Minister's intention was concerned, be looked upon as certain, will probably take our readers by surprise. We must ourselves confess to considerable doubts as to whether the postponement will actually take place, as the united remonstrances of British residents in China—if indeed a capability for general combination towards a political end exists among them—are pretty sure to prevent the accomplishment of his design. There is, however, one uncomfortable possibility to which we cannot shut our eyes, and of which (having in view the recent history of our diplomatic relations with China) we suspect the existence, although with no tangible proof before us of its being a fact. This possibility is that the Foreign-office have left in Sir Rutherford Alcock's hands the power of postponement, if he considers it to be conducive to (not British but) Foreign-office interests. The eminently pacific state of matters at the present moment is too much in accordance with that prevailing diplomatic desire not to make a stir, which is the curse of our official system in China, to have its continuance risked by the injudicous zeal of a merchant-goaded Minister. We may, however, hope, and will assume, that the idea is at present confined to Peking. If such be the case the mercantile public should lose no time in arriving at a clear understanding of what is officially intended. There is, we take it, a general and decided conviction that at all risks the numerous outstanding questions with China should be definitely settled, or at least negotiations to that end commenced within the current year; that delay will be dangerous, less from the absolute evil inflicted by a delay to remove disabilities touching firms and individuals than because it will afford a species of triumph to the astute Chinaman, and a pretext for assuming that the violations of treaty rights and other matters complained of do not press very heavily on foreign trade, if we can afford to let another eighteen months elapse without redress. We have been contented to wait till the period stipulated for a revision of the "commercial articles" to obtain the more important alterations in the existing agreement which experience has proved to be just and necessary. But if that date be once departed from, if it be held that the matter is of such trifling importance that an adherence to time is of no matter, we must emphatically protest not only against the threatened delay, but unhesitatingly assert that immediate action is called for. The "lambiness" of the Minister (to coin a word for the occasion) has indeed become a bye-word in China, whether as regards great matters or small. The Minister who quietly takes a snub from a provincial viceroy, as did Sir R. Alcock at Shanghai, is not likely to be the most efficient representative of the only policy which can possibly succeed with an Asiatic nation—rather that of aggression than of conciliation. If it be indeed true, as we believe, that he has been persuaded into a step so injudicious as a postponement of the revision, the evidence of his unfitness for the post of British Minister will (our theory of home inspiration aside) have become so overwhelming as to justify strong representations for his recall on the part of the British community in China. We trust that at all events every effort will be made by those who are bound to take the initiative in such matters—the Chambers of Commerce—to sift the truth of the report, and, if it be founded on fact, to take immediate action. No possible reasons which can be urged in favour of Sir R. Alcock's idea can outweigh the undoubted evils which may result from its being carried out. We await with some impatience detailed news from the North upon the matter.

STRAITS SETTLEMENTS.

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SINGAPORE.

We have advices from this port to the 18th of March. The London mail of Feb. 10 arrived on the 14th of March. The *Straits Times* gives the following summary of news:—

His Excellency the Governor, accompanied by Lady Ord and some of his councillors, has been taking some relaxation from the cares of office, by a sporting trip into the wilds of Johore, to shoot elephants, tigers, bears, deer and other game. The *Peiho* and *Mohr* took the party up Johore river on the 10th instant and returned on Monday morning. What success the party met with, or what fierce encounters and hair-breadth 'scapes by flood and field, has not yet transpired. His Highness the Maharajah of Johore, with whom his Excellency is on the best of terms, afforded the adventurous sportsmen every facility in his power.

A new postal contract, ending 31st December, 1872, for mails between Calcutta, the Burmese ports, and the Straits, has been concluded by the Governor-General of India with the British India Steam Navigation Company. There is little difference between it and the old contract. The Straits contribute Rs. 1,000 per month to the subsidy as before. There will be a mail once every fourth week instead of every month as hitherto, and the speed is increased one half mile an hour. The Governor-General politely requested the opinion of the Straits Government in regard to the contract, but at the same time rather coolly intimated, that it would not signify much what that opinion might be, as the contract was already signed, sealed, and delivered, and no alteration could be made in its terms.

When the Legislative Council meets a Bill will be introduced modifying the constitution of our municipal bodies. The changes are briefly to make the municipal commissioners entirely elective (excluding Government officials) under their present title, or as lord mayor and aldermen; to restrict their jurisdiction entirely to the towns—they to collect assessments as at present, and after appropriating the funds necessary for municipal purposes, to pay over the balance into the Treasury.

An effort is being made to put some life and vigour into the volunteer corps of Singapore by the formation of an artillery branch, with what success remains to be seen.

The Siamese war steamer *Impregnable* arrived a few days ago from Tongka, *en route* to Bangkok, having on board the Siamese Commissioner, sent to quell the disturbances caused by the Chinese secret societies in Tongka. She takes to Bangkok the leaders in the commotions for trial.

His Honour Sir P. Benson Maxwell, the Chief Justice of the Straits Colony, arrived from home by last mail. The Chief Justice's presence is a source of great content and satisfaction to a good many folks in Singapore, who have imbibed great distrust of the despotic and taxative proclivities of Sir Harry Ord.

The formation of an association to look after the interests of the Straits Settlements, by old Straits residents at home, advice of which came by last mail, is viewed here with considerable interest and curiosity.

The *Peiho* started suddenly off for Penang on the 4th March, in the afternoon, without word or warning to our merchants, and without taking any mail. It is now known that she went with a reprieve to the Toh-Peh-Kong convicts. She stayed only two hours in Penang, and so neither took a mail to Penang nor allowed the merchants there time to make up a home mail. Of course a considerable deal of growling has been the result. It is felt that there was no occasion for the hot haste to Penang, as the convicts were not to have been executed till the 16th, and as the P. and O. steamers do not now call at Penang, some time might have been given to the benighted islanders to make up their home letters.

We have not heard of the preliminary steps being taken for the annual "China Dinner." It is about time that the committee were bestirring themselves, as old residents in China and Japan are scattered over England and the Continent.

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BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BOWRA—On the 29th Feb., at Ningpo, the wife of E. C. Bowra, of a daughter.
COHEN—On the 9th April, at The Firs, North-terrace, Camberwell, the wife of Henry J. Cohen, Esq., of a daughter.
GLOVER—At 19, Highbury-hill, London, the wife of Mr. John Glover, of a son.
HOW—On the 15th April, at Riversmead, Sunbury, the wife of E. Henry How, Esq., of a son.
MAGNIAC—On the 16th April, at 36, Hertford-street, Mayfair, the wife of Arthur Magniac, Esq., of a daughter.
MICHIE—On the 21st Feb., at Shanghai, the wife of Alexander Michie, Esq., of a daughter.
MONRO—On the 11th April, at 37, Gloucester-street, Belgrave-road, the wife of James Monro, Esq., of a son.
OSMUND—On the 13th Feb., at Hong Kong, the wife of Mr. Charles Osmund, of a daughter.
PURVIS—On the 11th March, at Bukit Toongal, the wife of John M. Purvis, Esq., of a daughter.
SMITH—On the 10th March, at Singapore, the wife of William Buchanan Smith, Esq., of a daughter.

MARRIAGES.

HOLTZ—DORAN.—On the 16th April, at St. Peters, Kensington Park, by the Rev. A. J. Woolward, M.A., assisted by the Rev. John Robbins, M.A., Andreas J. G. Holtz, Esq., of Twyford Abbey, Middlesex, late of Shanghai, to Florence Lascelles Doran, only daughter of Dr. Doran, F.S.A., of Lansdowne-road, Kensington Park.
HEYCOCK—DODSWORTH.—On the 3rd March, at St. Paul's Church, Kandy, Ceylon, by the Ven. Archdeacon Mooyaart, Arthur Hippisley Heycock, Esq., of the Chartered Mercantile Bank of India, London, and China, youngest son of Edwin Heycock, Esq., late of Bombay, to Ellen, eldest daughter of B. Dodsworth, Esq., of Kirriemettia, Estate, Lower Hewahette, Ceylon.
INGLIS—WEED.—On the 22nd Feb., at Trinity Church, Shanghai, by the Rev. C. H. Butcher, assisted by the Rev. R. Nelson, David D. Inglis, Esq., son of the late Alexander Inglis, Esq., of Bellwood, Kirkcaldy, Scotland, to Matilda, daughter of the late R. N. Weed, Esq., of Delavan, Wisconsin, U.S.A. No cards.

DEATHS.

BURY—On the 28th Feb., at Galle, Ceylon, Charles George, fourth surviving son of the Rev. William Bury, rector of Pimperne, Dorset, in the 35th year of his age.
GIBSON—On the 6th March, at Hong Kong, Henry Gibson, a native of Spalding, Lincolnshire, England, aged 28.
HOOPER—On the 7th March, at Hong Kong, James Hooper, Esq., of Shanghai, aged 61 years.
JACOMB—On the 9th April, at West Malvern, Worcestershire, William Jacomb, Esq., formerly of Huddersfield, Yorkshire, in his 74th year.
MARTINS—On the 26th Feb., at Macao, E. Martins.
MICHIE—On the 8th March, at Shanghai, Ann, the beloved wife of Alexander Michie, Esq., and daughter of C. M. Robison, Esq., of No. 66, Coleman-street, London.
SCOTT.—On the 13th April, at 8, Queen's-crescent, Glasgow, Andrew Scott, Esq. aged 66.
SMITH—On the 1st March, at Shanghai, of paralysis, Robert Westonville Smith, some time major, Anglo-Chinese contingent, and lately purser of the s.s. Kiangsi, aged 31 years.
TURNER—On the 7th April, Edward, youngest child of Harold Turner, Esq., Streatham-hill, aged 15 months.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Cotton Yarn: Sales of 16—24s. and 28—32s. had been made at $45 and $55 respectively. The market had, however, since declined, and prices were almost nominal. No inquiries for 38—42s. Grey Shirtings: Good Eagle Chops 8lbs. 4—6 had been taken to some extent at $3.10 to 3.20 Buyers appeared, however, to have supplied their immediate wants and the demand had weakened. Black Velvets continued fairly saleable at quotations. All other cotton goods were nominal, with scarcely any inquiry. Woollens continued generally neglected, and the prices of most descriptions must be quoted nominally lower. SS Camlets: Scarlet were quoted $19 to 20, and Black $16 to 16.50. Blankets continued in demand. Metals were dull, except Lead, for which there was some inquiry.

SHANGHAI.—Grey Shirtings: There had been rather less inquiry, and prices had not been so well maintained. This was partly owing to the arrival from London of the Taitsing with a fair supply of goods, and partly to the absence of demand among the Northern dealers. 8¼lbs. Cloth was quoted at 2.17 to 2.20 taels per piece—prices at which neither sellers nor buyers could agree to operate largely. 7lbs. Cloth had been in fair request at slightly higher prices, sales having been effected at 1.87½ to 1.89 taels per piece for ordinary makes. Sales of all weights of Grey Shirtings, since the departure of the last English mail, may be estimated at 125,000 pieces, exclusive of those placed to arrive. T-Cloths: Finest goods were much wanted, and the prices offered for this class show a marked contrast to the current rates for commoner descriptions. Heavy Cloth continued in request at improved figures. White Shirtings were asked for at low rates, and moderate sales were reported at quotations. Woollens.—Camlets had slightly improved in value, but the demand was not extensive. Long Ells: Spanish Stripes and Lastings continued very dull of sale. Metals.—Iron: This market remained without change; there had been nothing doing. The Taitsing brought about 50 tons Rod and 23 tons Bar. Lead: In good demand; W. B., tls. 5.90. Coals: Market without change. Cardiff nominally 11 tls.; English, 10 tls.; Anthracite, tls., 13.50; for Australian, which is becoming scarce, advanced rates were demanded: Japan, 7 tls.; Formosa, 6 to 7 tls.—sales of the latter from ship's side, the cargo being Keelung lump coal. Quotations (duty paid in Shanghai sycee) were:—Grey Shirtings: 7 lbs., tls. 1.8.7 to 1.9.2 per piece; 8¼ to 8½ lbs., 2.1.7 to 2.2; 9 to 9¼ lbs., 2.6 to 3. White Shirtings: 56 reed, 2.1 to 2.1.5; 60 reed, 2.2.5 to 2.3; 64 reed, 2.3.5 to 2.4.

HANKOW.—The demand for manufactured goods had been checked by heavy arrivals causing large additions to stocks and consequent depression in prices. Dealers were acting with caution.

FOOCHOW.—Sales were reported of 400 pieces T-Cloths (6lbs.) at $2.10 per piece, and of 800 pigs Lead at $8 to $8.25 per picul.

AMOY.—A fair inquiry had existed for imports, but holders being anxious to realise, and forcing sales, prices had further declined.

CANTON.—A few trifling sales in metals only are reported during the fortnight, at prices showing no alteration on last quotations.

HONG KONG.—Cotton Yarn: The demand had been active, but stocks were too large to admit of any material advance in prices, and only a slight improvement can be noted, though, at the close, holders exhibited a fair amount of firmness, and in some cases were demanding rates above our quotations. A sale of 300 bales to a foreigner was reported, but had not been confirmed. Piece Goods: Telegraphic advices of a decided advance in the Manchester markets led to an immediate display of firmness on the part of holders of staple goods, and asking prices for Grey Shirtings were advanced 10 to 15 cents per piece, and some small sales made at this advance to native dealers who had vessels on the berth for Tientsin and orders in hand; but, these once filled, demand ceased, and there were no buyers at any thing over our quotations. Other descriptions were generally without any change of moment, but thirty yard English Drills were markedly lower, considerable quantities having been sent hither from Singapore. There were no American manufactures, the small stocks having been shipped northwards. Woollens:—Most descriptions were again lower and very difficult to move. Small sales of Camlets, however, had been made on former terms, and Blankets were enquired for at an advance. Stocks (excepting of Blankets) were large, that of Lastings being about equal to a year's requirements, and as the season advances we look for even less disposition to purchase even at the low currencies ruling. Metals: Nail Rod and Hoop Iron were again lower. Bar, steady. Steel, in more request at enhanced values. Lead, in demand by foreign buyers, and prices had further advanced. There was no Tin on offer. Tin Plates unchanged. Quicksilver dull of sale and declined $1 per picul. Coal: Sales had been 700 tons Sydney "to arrive" at $11.75, and 300 tons Welsh at $13.15 from ship's side—the latter a very low figure. Holders were firm at quotations, but there were no buyers, and positive offers might lead to some concessions.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—A moderate amount of business had been done. The demand continued good, and the merchants show anxiety to clear their stocks, anticipating that the war commenced in the South may be carried to this neighbourhood. Prices were without change, but remained firm. Arrivals during the first part of the fortnight were heavy, but only about 350 piculs having come forward since stocks were not so much increased, and were estimated to be about 2,300 piculs. Settlements principally for the California market are computed to be 900 piculs. The quotations were:—common, $17 per picul; good common, $18 to 22; medium, $22 to 25; good medium, $25 to 28; fine, $29 to 31; finest, $32 to 35; choice, $36 to 44.

SHANGHAI.—Black: Shortly after the departure of last mail rather large transactions were reported in Hankow descriptions at an advance on previous rates. Later on a quiet and restricted business was transacted, principally in common to medium kinds of Ningchow, of which the stock mainly consists, at prices similar to those which existed a fortnight previously. The market closes quiet, with an easier tendency, occasioned in a measure by the disinclination of people to operate with the uncertainty of any vessel (other than those already on the berth having their cargoes nearly completed) obtaining despatch this season. The advance in Oopack teas must be taken as fully two taels per picul. Settlements for the fortnight, 9,350 chests; reshipments on owners' account, 350; stock, 9,700. Quotations, duty paid, exchange for credits, at 5s. 9¾d. per tael, and freight at £3 per ton; Hohow, Shanghai-packed low, 11½d.; Oonam, common to fair, 1s. 0½d. to 1s. 1½d.; Ningchow, common to fair, 1s. 1d. to 1s. 2½d.; Oopack, common to fair, 1s. 1d. to 1s. 4d. Green: An unimportant business had been transacted on American account at prices a shade easier. Supplies had come forward sparingly, and the stock was rather reduced. The following purchases had been made: Moyune, taels 38 to 45; Shanghai-packed, taels 32. A few thousand packages were expected to complete the season's yield. One vessel remained on the berth for New York. Settlements for the fortnight, 3,900 half-chests; reshipments on owners' account, 300; stock, 4,200.

HANKOW.—The tea season at this port has been closed at an earlier date than usual.

KIUKIANG.—Black: 300 chests common Hohow at the equivalent of Shanghai 16.7.5 taels was the only settlement, 600 chests having passed through on their way to this port. Green: 800 half-chests had arrived, and were awaiting transshipment, no business having been done on the spot.

FOOCHOW.—The only business had been the settlement of a few hundred packages of Oolong on native account. The one vessel on the berth for Australia had sailed, as had the two for London—these without being able to complete their cargoes—and the season at this port is at an end.

AMOY.—There had been no settlements, but the market was cleared, the stock on offer at date of last report having been forwarded to Hong Kong for shipment to New York on native account.

CANTON.—Owing to the lightness of stocks of all descriptions and their generally undesirable quality, business during the fortnight had been of trifling extent, and there was nothing whatever of interest to note. Settlements for the interval are reported as follows:—Canton Congou, 600 boxes at 18 to 19 taels; Scented Orange Pekoe, 2,100 boxes at 14.5 to 22 taels; Scented Caper, 2,700 boxes at 12 to 20 taels; Gunpowder, 600 boxes at 23 taels.

SILK.

YOKOHAMA.—The eager demand for fine silk had caused prices for the best sorts to rule firm at last quotations, and it is only on some common grades that there was any weakness. Arrivals had been on a fairly good scale, and stocks show little change. Settlements for the fortnight were about 800 bales, 300 of which went forward by the French mail on the 18th February. The quotations (laid down in London all charges included at exchange 4s. 3¾d.) were:—Hanks: Mybash, Sinchu, &c., 1, 2, 34s. 8d. to 36s.; ditto, 1, 2, 3, 31s. 10d. to 33s. 8d.; ditto, 2, 3, 4, 28s. 1d. to 29s. 11d.; ditto inferior, 25s. 4d. to 27s. 6d.; Oshu: best, 31s. 10d. to 33s. 6d.; ditto, medium, 27s. 2d. to 29s. 11d.; ditto, inferior, 23s. 6d. to 25s. 4d.; Coshu: 1, 2, 29s. to 30s. 11d.; ditto, medium, 25s. 4d. to 27s. 2d.; ditto, inferior, 22s. 6d. to 24s. 5d.; Sodai: 1, 2, 26s. 5d. to 29s.; ditto, inferior, 23s. 6d. to 25s. 4d.

SHANGHAI.—Mr. Holdsworth's circular, dated March 3rd, states:—"We have experienced a very inactive fortnight, and the Settlements amount to about 220 bales. The transactions reported consist of—40 bales Chop Tsatlees, 103 bales Medium and Common Tsatlees, 22 bales Karshing Taysaams, 20 bales Throwns, 35 Re-reeled Tsatlees and Hainings; total, 220 bales—only a small portion of which have been in bar-

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ter. Prices paid have been about the same as those ruling during the previous fortnight. Several purchases were made at the close of the last English mail, and also for the French steamer which left this port on the 25th February, estimated at fully 600 bales. There having been but few arrivals, the unsold stock is reduced to 500 bales, nearly all common and second crop Silk. Owing to the limited business transacted, I make no change in my quotations, which are the same as those of last mail, viz.:—Tsatlee, chop No. 3, 28s. 8d. to 29s. 2d. per lb. Market, No. 3 and 3½, 25s. 6d. to 27s.; No. 4, 23s. to 24s. 6d.; No. 5 and common, 20s. 1d. to 22d. Karshing Taysaam: Chop No. 1, 23s. 6d. to 24s. 6d.; No. 2, 21s. 6d. to 22s. 3d.; No. 3, 20s. 1d. to 21s. Chin Cum Taysaam: Nos. 4, 5, and common, 18s. 1d. to 19s. 7d.; No. 2, 19s. 7d. to 20s. 6d; No. 3, 18s. 10d. to 19s. 7d. Yuenfa and Hainings: No. 1, 24s. 6d. to 25s.; No. 2, 23s. to 24s; No. 3, 21s. 6d. to 22s. 6d.; No. 4 and common, 19s. 1d. to 20s. 6d. Hangchow Tsatlee, 20s. 1d. to 21s. 6d. Throwns, 25s. 11d. to 27s."

CANTON.—After the departure of the mail the market declined considerably, and prices were quoted $15 to 20 under last advices, but transactions were very limited and the inquiry small. Subsequently settlements of Tsatlees and Kowkongs had been made to a fair extent, which has again caused prices to advance, and holders to become more firm. Buyers operate with a considerable degree of caution, and little desire to effect purchases is shown by any but those buying for the Indian market. In Re-reeled Cumchook we do not hear of any positive contracts having been made, although one for 40 boxes is reported at $650. Settlements have been as follows:—Tsatlee, $510 to $530 per picul; sales, 150 bales. Loongkong, $530 to 540 per picul; sales, 80 bales. No. 3, Kowkong, $480 to 490; sales, 50 piculs. Re-reeled Cumchook, $530 to 560; sales, 40 boxes.

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 3½d.	4s. 3¾d.	4s. 4d.
Shanghai „ „ ...	5s. ¼d.	5s. ¼d.	5s. ¼d.
Canton „ „	4s. 1½d.	4s. 2d.	4s. 2¼d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	4s. 3½d.	4s. 3¾d.	4s. 4d.
Manila „ „ ...	4s. 4d.	4s. 4¼d.	4s. 5d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India (Rupees)	301 to 302 p. 100 Tls	217½ to 218½ p. 100 dols.
„ Hong Kong	27½ per cent. dis.	—
Bar silver	11·76 per cent. prem.	11·25 per cent. prem.
Mexican dollars	79·7 per 100 dols.	1 per cent. prem.

Bons, at Yokohama, 296 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 2½; Old, 14 per cent. premium.
China Gas Company, par.
Hong Kong and Whampoa Dock, New, 6; Old, 15 per cent. premium.
Union Dock Company, 30 per cent. discount.
China Traders' Insurance, 120 dols. premium.
Hotel shares, 40 per cent. discount.
Hong Kong and Macao Steamboat Company, par.

(See Telegram on front page.)

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Havre, Feb. 20, Jeanne and Joseph. From London, Eliza Shaw (reported by telegram).

At SHANGHAI.—From London, March 2, Taitsing from Cardiff, Spirit of the North.

At HONG KONG and CANTON.—From London, Feb. 29, Chinaman; March 11, Golden Spur (reported by telegram). From Shields, Feb. 25, Deerfoot; March 4, Vanguard. From Southampton, Feb. 28, Indus. From Newport, 29, Gustav. From Cardiff, 29, Canton.

At MANILA.—From Liverpool, Feb. 23, Fediz.

At SINGAPORE.—From London, March 16, Alphington. From Liverpool, 10, Lancastria; 14, Maraquita. From Newport, 18, Cleopatra. From Cardiff, 18, Charlie Palmer; 14, Metis. From Rotterdam, 8, Frederik Hendrik.

At PENANG.—None.

At BATAVIA.—From Glasgow, County of Lanark, County of Ayr. From Liverpool, Emma.

DEPARTURES.

From YOKOHAMA.—For London, Feb. 19, Parana.

From SHANGHAI.—None.

From FOOCHOW.—For London, Feb. 27, Corsair, Eleanor.

From HONG KONG and CANTON.—For New York, Feb. 24, U. S. St. Supply.

From MANILA.—For London, Feb. 25, Bella Maria; March 2, Wye; 4, Olana. For Liverpool, 28, Oceanica.

From SINGAPORE.—For London, Feb. 11, Mogul; 17, Talbot. For Liverpool, 11, Harvest Home. For Bremen, 4, Bintang. For Gibraltar (for orders), 10, Alexander II. For Boston 7, Far-Away.

From PENANG.—For London, Feb. 27, Ulva; March 11, Chaturanga; 12, Kate Carnie.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London there is no vessel on the berth. To New York, £3 5s. to £3 10s. per ton.

At SHANGHAI.—To London the rate is £3 per ton of 50 c. ft., and to New York £3 per ton of 40 c. ft. Tonnage continues scarce. For coasting purposes the demand is less active.

At FOOCHOW.—There is no vessel on the berth for Europe.

At HONG KONG and CANTON.—To Saigon and Bangkok, for Europe, the demand for tonnage continues good, at £3 15s. to £4 per ton. To London, *via* Canton, the two vessels on the berth are loading at £4 per ton. For New York, the Mathilde has been chartered at £3 5s. The Circular of George Holmes estimates the number of disengaged vessels in harbour (exclusive of Siamese) at twelve, representing 4,807 tons.

At MANILA.—The supply of tonnage continues much below the wants of the market, and the demand for handy sized vessels is steady, notwithstanding the recent charters in Hong Kong. The following settlements are reported:—Spanish barque Esperanza, 479 tons: to London direct, 500 tons, wet sugar at £4 10s., and 400 tons dry sugar at £4 5s. per ton of 20 cwt. British Barque Felix, 402 tons, to Liverpool direct, 300 tons, dry sugar at £4 5s., and the remainder hemp, at £4 15s. per ton of 20 cwt. British ship Coringa, 884 tons, to New York, taking sapanwood as dunnage at $4.50 gold per ton, 100 tons dry sugar at $12 gold per ton, and about 6,500 bales hemp, at $14.50 gold per 4 bales.

At SINGAPORE.—Rates for Europe have declined to £3 per ton, dead weight and light freight; for coasting purposes there is less demand.

At PENANG.—The Margaret Falconer is loading for London at £3 to £3 15s. for sugar and tin, £3 to £3 10s.—for light freight, £3 15s.—for measurement and 4d. per gallon for rum. The Zephyros is also loading for London at £2 15s. per ton all round.

At BATAVIA.—Rates have undergone no further decline, but produce is very scarce and heavy arrivals of tonnage would probably be followed by a fall. The current figure for sugar to Holland is f.70 per last, equal to about £3 7s. 6d. per ton, E. I. Company's conditions. To the Channel for orders £3 10s. has been paid and is still offered.

VESSELS PASSED STRAITS OF SUNDA.

Date	Ship	From	To
Feb. 19 ...	Anne Braginton ...	Shanghai ...	Montreal
— — ...	Indian Empire ...	Singapore ...	Falmouth
— — ...	Yokohama ...	Saigon ...	Belle Isle
— — ...	Sea Belle ...	Do. ...	Falmouth
— — ...	Adolfo ...	Manila ...	Do.
— — ...	Voladora ...	Zebu ...	Corunna
— 21 ...	Surprise ...	Amoy ...	New York
— — ...	Shirley ...	Manila ...	Do.
— — ...	Teresa ...	Macao ...	Peru
— — ...	Holkuloa ...	Bangkok ...	Bremen
— 22 ...	Lansdowne ...	Foochow ...	New York
— 23 ...	Penguin ...	Bangkok ...	England
— — ...	Hesperus ...	Batavia ...	Melbourne
— — ...	Frances ...	Saigon ...	Mauritius
— 24 ...	Fathool Barie ...	Padang ...	Batavia
— — ...	Loochoo ...	Singapore ...	London
— — ...	Mary Ann Johnston	Manila ...	Liverpool
— 25 ...	Sea Flower ...	Zebu ...	Newcastle
— — ...	Bernhard Carl ...	Bangkok ...	Falmouth
— 26 ...	J. W. McQueen ...	London ...	Shanghai
— — ...	Landbouw ...	Amsterdam ...	Batavia
— 27 ...	Mina ...	Rotterdam ...	Do.
— 28 ...	Avon ...	Macao ...	Havana
— — ...	Cornelis Smit ...	Foochow ...	Batavia
Mar. 1 ...	Gustaf Adolf ...	Hong Kong ...	Falmouth
— — ...	Shakespere ...	Foochow ...	New York
— — ...	Therese ...	Saigon ...	Falmouth
— — ...	Secylle ...	Do. ...	France
— 2 ...	Prince Arthur ...	Liverpool ...	Singapore
— 3 ...	Cornelia&Geertruida	Amsterdam ...	Batavia
— — ...	Admiraal de Ruyter	Do. ...	Samarang
— — ...	Sophie and Helene...	Bordeaux ...	Yokohama
— — ...	Etienne Laurence ...	Saigon ...	Bourbon
— 4 ...	Heather Bell ...	Singapore ...	Mauritius
— — ...	Anna Dymes ...	London ...	Singapore
— — ...	Willem Poolman ...	Rotterdam ...	Batavia

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. company's steamer *Delta*, from Southampton on the 18th inst., was in gold to Madras £560, in silver to Gibraltar £400, to Bombay £91,550, to Calcutta £10,000, to Shanghai £9,628. Total in gold £560, in silver £111,578.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—April 18, at London from Saigon, Brema; 15, off Falmouth, from Tjilatjap for Holland, Bengalen; 6, at New York from Canton, Nellie Chapin; 7, from Shanghai, Yeavering Belle, Lota; from Singapore, Kalahome; 4, at Boston from Manila, Madeira; lying in the Downs, from Shanghai, Harlow; 17, off Beachy Head from Batavia, Eddystone.

DEPARTURES.—April 18, from London to Singapore, Dewa Gungadhur; 16, from Liverpool for Manila, Patriot King, Robt. Pulsford.

LAID ON.—At London, for Batavia, Kron Prinz von Preussen; for Tientsin and Chefoo, Vigil; for Shanghai, Tyburnia. At Liverpool, for Manila, Bustwriana; for Singapore, Jane Blythe, St. Thomas. At Glasgow, for Yokohama, Stirlingshire.

SPOKEN.—Blue Jacket, Cardiff to Hong Kong, Marc 30, 41 N., 17 W.

CASUALTIES.—The Pauline Constance Eleonore, Kuyper, from Tjilatjap to Amsterdam, which was towed ashore at Hythe after having been in collision, April 16, was got off and brought to the buoy near the Admiralty pier. The cargo was being discharged into lighters, and hopes were entertained that nearly half of it would be got out in sound condition. The Kalahome, Mr. Mullen, which arrived at New York, April 7, from Singapore, had bulwarks stove, &c., and lost topmast during gale on March 31 from S.E to N.E.

MISCELLANEOUS.—At Callao, March 3, Luisa Canevaro, Demoro, from Macao, &c.; 8, Muhot, from Macao; 11, D. Ugarte, Saul, sailed for China.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the fortnightly English Mails *via* Marseilles, and the French Mail of the 16th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, APRIL 20, 1868.

DANGERS OF THE CHINA COAST.

THERE is still work for our surveying ships to do on the China coast. Much has been done of late years towards perfecting our knowledge of the Japan islands and the more remote parts of the China Sea; but the surveys of the coast of China itself, at least that part of it north of Hong Kong, seem to have been regarded as quite complete, and to all intents and purposes, perfect. The loss of the *Niphon* shows that this is not the case. The "inner passage" habitually used by steamers going from Hong Kong to Amoy in the north-east monsoon has, it seems, always contained a hidden danger in the shape of an uncharted reef, whose surroundings, moreover, are misdescribed in the "China Pilot," on which coast navigators place so much reliance. This reef has hitherto escaped notice by captains of merchant vessels, owing to their custom of keeping more in mid-channel, a course from which the *Niphon* was diverted by an unusually strong indraught; but how has it come to be overlooked by the surveying-ships? The sooner this passage—evidently a useful one—is visited by the *Rifleman* or the *Sylvia* (both of which vessels we observe are on surveying duty in those waters) the better; and there are, doubtless, many other parts of the coast, slightly out of the usual course of vessels, but likely to prove dangerous under exceptional circumstances, that would be the better for a careful examination. While on the subject we may observe that the finding of the naval Court is, as regards Captain PEAKE, not only an acquittal, but an honourable one. Probably from a feeling of compassion, shipmasters are sometimes let off easily and allowed to escape with their certificates, when far from blameless, although perhaps not guilty of culpable neglect; but the present is no such case. The finding of the Court enumerates three causes, any one of which would have sufficed to exonerate Captain PEAKE, namely, a wrong delineation of land on the chart, a reef not laid down in it at all, and an error in the "China Pilot;" and it concludes with a commendation of the "careful system of navigation" proved to have been observed by him. The loss to the P. and O. Company is a heavy one, but their fleet is stronger now than ever, and the *Niphon* will soon be replaced.

THE LABUAN COAL MINES.

WE recently announced the sale, for the sum of £7,500, of the entire property and plant of the LABUAN COAL COMPANY. It is now owned by the ORIENTAL COAL COMPANY (Limited), whose manager, Mr. LUMSDEN, left by last P. and O. mail to take possession, and took with him a small but efficient staff. The company consists of some fifteen or sixteen gentlemen already connected with collieries and steamers, whose previous experience in similar undertakings will thus give them a great advantage in utilising their newly-acquired property, and they expect to conduct their business with all the economy and efficiency of a private concern. They have entered into a contract with the ORIENTAL SCREW COLLIER COMPANY (Limited,) to provide as many steamers as can be employed in carrying their produce to market, and the pioneer of this fleet, the *Vine*, Capt. MANN, sailed from Plymouth on the 18th ult., for Annealey Bay with Government stores, whence she will proceed to her destination. She was built last winter by Messrs. RANDOLPH, ELDER and Co., and will, it is expected, be able to load at the company's jetty at Port Raffles during the south-west monsoon. The owners, we understand, are substantial but careful men. It remains to be seen whether they are destined to pick up the fortune which we have all along believed to exist in the coal-fields of Labuan.

THE REVOLUTION IN JAPAN.

THE tenour of recent advices from Japan goes far to confirm the belief we have long held, that the combined movement of the southern Daimios has been prompted mainly by jealousy of the SHIOGOON'S monopoly of foreign trade. A widespread idea has long existed in this country that the series of assassinations of Europeans that commenced with the opening of the ports, had its origin solely in an unreasoning hatred of foreigners; and that the internecine warfare that ensued was due to the indignation of the other Daimios against the SHIOGOON for having afforded facilities for their intrusion by contracting the Treaties. That the active hostility of SATSUMA, CHOSHIU, TOSA, and their supporters has been developed since the admission of foreigners, and that foreign interests have suffered grievously by it, there can be no doubt; but then, who could have been more anxious to reap the advantages of foreign intercourse than these very princes have proved themselves? Their blows were aimed, not at foreign trade, but at the SHIOGOON'S monopoly thereof. Had they been permitted to do so, SATSUMA and CHOSHIU would have thrown open their ports years ago, and the example would have been generally followed. But not being allowed a share of the trade, they determined at least to obstruct the SHIOGOON'S enjoyment of it by all means in their power, and the outrages committed or instigated by them were doubtless intended to embroil him with his foreign allies. In many cases they were successful, but one—the affair on the Tokaido—recoiled on the schemers, and was heavily punished. It must be owned, moreover, that the punishment was nobly borne. Had there really existed that unreasoning hatred of foreigners to which we have alluded, the destruction of Kagosima, and again, the bombardment of Simonoseki, must have made it doubly bitter, at any rate on the part of SATSUMA and CHOSHIU; but there has been no trace of any such result. On the contrary, both of them evince an increased desire to come to a good understanding; and when a proper system of Government is again organised, in which these and the other principal Daimios have their due share of influence, we shall probably find in them our best friends.

A more embarrassing position than that of the foreign Ministers can hardly be conceived. The treaties they have to uphold were originally entered into with the SHIOGOON, then the assumed sovereign. Subsequently, the SHIOGOON having proved—not to put too fine a point on it—an impostor, a ratification of them was procured from the real sovereign, the MIKADO. Now these two powers are at open warfare, and of the ports at which our trade is carried on, some are held by one party and some by the other. At each port we are compelled to deal with the *de facto* Government, so that a foreign representative is under the awkward necessity of recognising two Governments in the same country, and under the same Treaty! Of course no one can blame Sir RUTHERFORD ALCOCK and his colleagues for the strictly neutral course they have adopted. They have done precisely what they should have done, namely, nothing at all. It would have been preposterous to side actively with either party, though there can be little doubt as to which deserves our true sympathy. STOTSBASHI is certainly an able and intelligent man, and to all appearance well disposed towards us, but even should he succeed in reinstating himself in the office of Shiogoon, either by cunning or by force of arms, he will still be an usurper. Trade is of course our primary object; still, whatever commercial facilities he might have been inclined to afford us at his own ports, we should never rest satisfied to be restricted to them alone. But probably we shall not be placed in this position. The latest telegrams tell us that there existed every prospect of a peaceful abandonment of STOTSBASHI'S claims, and the formation of a stable Government, and such a termination of this distressing imbroglio cannot be deemed otherwise than favourable. In this new Government the great Southern Daimios must necessarily have no inconsiderable share, and if matters are well managed, we shall eventually obtain at their hands far more liberal treatment than the narrow, cramped policy of the Shiogoons would ever have permitted.

M. OUTREY, the new French Plenipotentiary to Japan in place of M. Leon Roches, left by the last French mail. He is accompanied by the Comte Gustave de Montebello, son of the Duc de Montebello, as second secretary; by the Comte Tasher de la Pagerie, third secretary; the Comte de Béarn, attaché; and M. Paul Rousset, retired officer of the Marine, interpreter.

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THE RED SEA TELEGRAPH ROUTE.

In the article on Telegraphic Communication in our last issue we omitted to notice a letter that recently appeared in *The Times* under the signature "ÆGYPTUS," embodying a needless attempt to throw cold water on the aspirations of those who assisted at the meeting lately held at the Mansion-house. ÆGYPTUS says :—

The representatives of the interests of the East were singularly silent as to one great difficulty in the way of telegraphic communication with India which meets us at the very threshold. There was much complaint as to the delays caused by the negligence of Turks, Arabs, and other foreign barbarians, and Government was urged to lend its help towards remedying these evils by the construction of a new cable down the Red Sea to Aden, and thence to Bombay; but, curious to relate, not one of the speakers cared to inform the meeting in what manner, and by what route, they mean to get from England to Egypt. It is a notorious and irksome fact that our telegraphic communication with Alexandria is of the most uncertain and disappointing character possible, that the present Malta cable, which by a circuitous route of 1,600 miles is supposed to keep up this communication, is every now and then out of order, owing to its faulty construction, and that just now it has ceased to work for many weeks past. Repairs are constantly going on at an expenditure of nearly £20,000 per annum, but nothing that man can do will ever put to rights this unfortunate and most important link in the chain of telegraphic connection with the East. We tinker at it and tinker, and when one mile is patched up, another will go to pieces, and ever and anon Egypt is beyond our reach. It appears perfectly plain, therefore, that gentlemen who hint that Government ought to enter into partnership with them to establish telegraphic lines between Egypt and India ought to set out by stating how they mean to reach Egypt, as surely they cannot intend to raise a splendid superstructure on a rotten foundation.

This sounds very plausible, and is calculated to impress an unthinking reader with the idea that a serious and almost insuperable difficulty has been overlooked by everybody—except ÆGYPTUS. Such, however, is not the case. ÆGYPTUS is evidently ignorant of the fact that the plan of the ANGLO-INDIAN Company includes two distinct routes to Egypt. Besides leasing the present Malta and Alexandria cable, they intend to provide an alternative line from Sicily to Tripoli, or some other point on the African coast, and thence to Alexandria. It is most unlikely that both these cables will be out of working order at the same time. The present cable is certainly in a deplorable state, but then it was laid years ago, when submarine telegraphy was in its infancy. The steamer *Hawk* has been occupied some two months in futile attempts to restore it to working order; it has been repaired in a dozen places, no less than five fractures being found within one mile. All these were in shallow places; and the only remedy seems to be the immediate laying of another cable in deep water. So much the better for the new company. Such a cable, constructed and laid at the present time, will remain in an effective condition for many years. The proceedings at a recent meeting of the TELEGRAPH CONSTRUCTION AND MAINTENANCE COMPANY throw some further light on this subject. The report presented contained the following :—

During the past year the directors have spared neither time nor labour in endeavouring to extend eastward, between Europe and India *via* Malta and the Red Sea, a system of submarine telegraphy which would afford to our commercial community the same perfect means of telegraphic intercommunication as that effected by this company between Europe and America. Owing, however, to the great financial and commercial depression, not only in this country, but abroad, the appeal to the public for support was inadequately responded to; although the profits of the proposed lines would most certainly far exceed those from the Atlantic Cables. Every day's experience tends to prove to your directors the certainty of the Red Sea Telegraph route being speedily reverted to, and, in the meantime, they have taken steps to consolidate and improve the company's very valuable property in Italy, the Mediterranean, and Egypt. With this object, in order to obviate the delays arising on telegrams passing through continental countries, the company are erecting a land line connecting Susa in Italy with Modica in Sicily, which will greatly facilitate the transmission of despatches over the Malta and Alexandria Telegraph, and secure traffic for that line which now goes by other routes. This line, it is hoped, will be opened in June next.

The Chairman (Sir DANIEL GOOCH), in a very able speech, gave some more detailed information regarding the proposed undertaking. He said :—

We have endeavoured to get a company formed for the purpose of establishing a direct telegraph communication with India. The length of such cables would be about 3,000 miles if we took the distance from Suez down the Red Sea, calling at Aden, and then crossing the Arabian Sea. A company was formed and a certain amount of capital subscribed; about £300,000 or £400,000 was obtained, but through the panic we were unable to complete the full subscription of one million, which was the amount required, and it was considered better by those connected with the company to return the subscriptions, still keeping the company together, in hopes of better times being in store. I believe better times are coming now the Abyssinian war has forced on the Government of England the necessity for direct communication between England and India, and I think we may now hope that the Government will themselves stir in the matter. We have every reason to think that the work will be done. The Government did at our request send a vessel to survey the route of the line between Aden and Bombay. It has just been completed, and as far as the survey is concerned it discloses to us that the soundings are of a most satisfactory character; there are soundings of about 2,000 fathoms, which are quite within our power of dealing with. The lines unfortunately have not been laid in very favourable positions, for they are too near the coast, and consequently subject to fracture; but a company of capitalists are now desirous of laying new and extended lines between Italy and Alexandria, and if possible combine these existing lines with new routes so as to cover the Mediterranean by a system of cables which will be under one management and be perfect in its character.

It thus becomes evident that at no distant date there will be an efficient land line *via* Susa to Modica, and an improved system of Mediterranean cables, giving at least two independent routes to Alexandria. It is equally clear, from the result of the *Hydra's* survey, that the laying of a cable from Aden to Bombay will be an easy matter. To complete the chain thus far, then, the only link presenting any serious difficulty is that of the Red Sea. Sir DANIEL GOOCH confidently alludes to the certainty of the Red Sea route being speedily reverted to, but says nothing further regarding the submersion of a new cable in its bed. Doubtless, with the experience gained since the first attempt, a new cable would be far more durable than the old one proved. But—and we will conclude our remarks with this suggestion—why not carry a land line down the Abyssinian coast, and cross the Red Sea at its mouth, to Aden? It is admitted on all hands that land lines are cheaper, both to construct and to maintain, than submarine ones. The nature of the country offers no greater obstacles than have been overcome elsewhere. The only difficulty arises from the lawless habits of the Arabs, but this could surely be overcome by buying their adhesion. Subsidise the chiefs of those tribes that command the coast; pay them a stipulated sum, monthly, as long as the line remained unmolested and in good order; and stop it the moment anything goes wrong. They are a wild people, certainly, but fond of money, and a very small sum would suffice to secure their co-operation—a less sum, we will venture to say, than would be annually expended in maintaining the efficiency of a cable laid among the rocks and coral reefs of the Red Sea. Whether this suggestion be of any value or not, there is at least good reason to hope for the speedy completion of an efficient line of telegraph to Bombay; let us hope that it will be extended to China at no very distant date.

THERE exists in London a body styled "The London Free "and Open Church Association," which has for its avowed object the abolition of the pew system in the metropolis, in favour of entirely free sittings. A paragraph that has lately gone the round of the morning papers seems to indicate that the members of this association are anxious to extend the sphere of their labours to China; for it is said, that having discovered that a new Protestant Church is being built in Shanghai, they have determined to make an effort to have it declared "free and unappropriated." The interference of the association is doubtless very well meant, but it had much better mind its own business.

THE Rev. Walter Chambers, Senior Missionary at Borneo, has been nominated to the Bishopric of Labuan, vacant by the resignation of the Right Rev. Dr. M'Dougall. The Bishopric is worth £360 a year from the Colonial Bishoprics' Fund, and £300 a year for missionary work from the Society for the Propagation of the Gospel. Mr. Chambers was first engaged in Borneo in 1851 as a missionary to the Sea Dyaks on the Banting-Lupar and its branches, and has since acted for some time as commissary and examining chaplain to Bishop M'Dougall.

THE Pacific Mail Co.'s steamer *China* reached San Francisco on the 31st ultimo, with advices from Shanghai to Feb. 27, and Yokohama to March 8, thus placing us in possession of twenty-three days' later news from Japan than that brought by the last mail. The *China* is said to have been detained at Yokohama four days on account of severe weather. She had eighty passengers and 17,000 packages of merchandise. Among the former were Mr. BURLINGHAME and the other members of the Chinese Embassy.

THE estimates now before the House of Commons propose several votes for embassy and consular buildings abroad. They include a second sum of £40,000 towards £179,382 for consular buildings in China, and £15,000 for consular buildings in Japan.

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THE BRINDISI ROUTE.

WE are glad to observe that the Italian Government has come to an understanding with the administration of the railway companies to allow the travellers entering Italy at Susa, and leaving it at Ancona or Brindisi, to have their luggage exempted from any examination by the Custom houses, either on coming in or going out. The main object of this measure is to avoid any stoppage or delay to travellers on their way to India and the East, who may wish to embark at Brindisi in preference to Marseilles. A proposal is made to prepare a summary of news on board the steamers from Alexandria to Brindisi, and telegraph it immediately on the arrival at the latter port, and thus anticipate by several hours the telegrams sent *via* Marseilles. It will be necessary, however, to accelerate the Mediterranean voyages very considerably. Mr. Carnegie has written a letter to *The Times* pointing out the possibility of making use of the Susa and Brindisi route independently of any delay in France. He says :—

"I wish to point out the fact that the Brindisi route to India is easier than is generally supposed, and that we are independent of France in the matter. The route to Brindisi through France has the fatal objection of a mountain carriage journey of some twelve hours between St. Michel and Susa, besides the obstructions thrown in the way of this route by the French authorities to compel us to continue to use Marseilles as the starting port for our steam packets for Alexandria. Now, from Calais or Ostend there exists uninterrupted and direct railway communication to Bologna, an important junction on the railway between Susa and Brindisi, where the Middle and Eastern European meets that of the West, bound to the last-mentioned place *en route* for the Far East. The route is *via* Cologne, Munich, Innspruck, and Verona to Bologna, and the time for our daily mail from London for Munich is thirty-six hours, and from Munich to Bologna twenty hours, in all fifty-six hours, precisely the same time as is required *via* France, besides avoiding a mountain journey, and for mails a delay of twelve hours in Paris. I would add that, with the completion of the various link lines now under construction in Germany, the time to Munich will be reduced eight hours, and from there to Bologna the express trains to be soon commenced on the Brenner line will do the journey in about fourteen hours, thus materially shortening the time required. Now, as we have a daily mail to Munich, why cannot the postal authorities forward through Munich by the German postal officials a supplementary mail (to be sent on by the mail packets from Brindisi), made up and closed here in the same way as is done now twice a week for Constantinople *via* Vienna, Rustchuk, and Varna?"

It appears there is really every probability of the line over Mont Cenis being opened for traffic in the course of next month. The Florence correspondent of *The Times* writes :—

"A letter from Mont Cenis has just reached me. The Summit Railway is to be opened in May. Every arrangement has been made, and there seems no reason to fear a further postponement of the long-expected event. The exact day is not yet fixed. Out of twelve new engines ordered of Gouin and Co., of Paris, seven are now at St. Michel, in which the rocking shafts, the defective part, have either been replaced or are on the point of being so. One of these engines was tried a few days ago, and took the chief engineer to Lanslebourg and back, a distance out and in of forty-eight miles, and worked very satisfactorily. It is hoped that all the difficulty of the French engines is now overcome. In a former letter I mentioned that a trial engine (No. 2, built in England), which took Captain Tyler over the mountain on the 26th of August, worked afterwards for months on the Italian side, carrying iron roofing for the covered ways, doing its work perfectly well and giving no trouble. It seems doubtful whether the new engines will ever be so effective in proportion to their weight (they weigh twenty tons, and No. 2 only about sixteen tons), but the engineers on the line apparently entertain no doubt of their performing regular and good service. The French law prohibits the introduction from foreign countries of any machinery patented in France, and the penalty for transgressing this regulation is forfeiture of the patent. Mr. Fell's invention having been patented in France, the company had no choice but to order their machines in that country. The consequences have been considerable loss of time, and that they have got heavier and less efficient engines than if they had been at liberty to get them where they got the English engine No. 2."

CEYLON AFFAIRS.

IN the *Daily News* of the 11th inst. there appeared a letter on the affairs of Ceylon, signed by Mr. FERGUSON of the *Ceylon Observer*, which is so full of good sense, and so interesting moreover to the inhabitants of all colonies governed by sham Legislative Councils, that we regret our space does not admit of its being reprinted in these columns. The letter fills more than two columns of the *Daily News*, but what Mr. FERGUSON had to say could hardly have been said in less. He commences by remarking on the apathy displayed on the occasion of the recent debate in the House of Commons ; and, indeed, on all occasions when colonial affairs are under discussion. We ourselves have too often had occasion to make similar observations :—

When Mr. Gorst rose to put the question regarding Ceylon, of which he had given notice, the benches on both sides rapidly emptied, until I could count only six members on the Conservative side of the House, including Mr. Adderley, as the sole representative of the Ministry, and eighteen in the seats supposed to be occupied by Liberals. An increasing attendance and all the cheering were reserved for the period when Mr. Adderley on the one side of the House, and Mr. Cardwell on the other, attempted to show that the whole question at issue resolved itself into—first, an attempt on the part of the inhabitants of Ceylon in general to foist pecuniary burdens on to the shoulders of the British taxpayers, which ought to be borne by the Ceylonese; and, secondly, an attempt by a small but powerful minority of British planters to override for their own selfish purposes the interests of the native inhabitants, and the authority of the Government, local and imperial.

Mr. FERGUSON then goes on to show how entirely unfounded these charges are ; how Ceylon does what no other colony does, by paying the whole cost of the military deemed necessary for her defence in time of peace, and how, in less than a generation British enterprise and British capital have raised Ceylon from the position of an often disturbed and very expensive military post to that of the third coffee-producing country in the world—Brazil and Java only standing before her. He next adverts to the Ceylon League, and rebuts the injurious charges brought against that body, especially that of hostility to native interests. Then we come to the Legislative Council :—

The resignation of the unofficial members of the Legislative Council has been most unjustly construed into the evidence of a determination on the part of the people in Ceylon to refuse to bear the military expenditure justly due from them. How such a charge could be preferred in the face of several passages in the published letter of resignation it is difficult to conceive. For instance :—"We, as members of the Legislative Council, have ever expressed our sincere and earnest desire to meet the question (military expenditure) in a fair and liberal spirit, and to contribute cheerfully whatever amount should, on a full and fair inquiry by the Council, be considered due by the colony." The Secretary of State (Mr. Cardwell) sent out a despatch directing the Governor to pass through Council a Bill, fixing on the colony a largely enhanced and annually increasing burden for military expenditure, promising that after this was done he would grant the inquiry (into the force necessary for defence against internal disturbance, or piratical attack), which surely ought to have preceded the introduction of the Bill. Such an invasion of their privilege the unofficial members resented in the only effectual way within their reach. Had they remained in Council they would have been outvoted, for the official members were (at the risk of their position and means of livelihood) compelled to vote for what many of them (including the Colonial Secretary and the Queen's Advocate) considered as much of an injustice as did the unofficials—and so it would have been said that all had been done in due legal form, and "by the Legislative Council."

The writer here points out that the petitioners never even breathed a wish to exclude the native element from the Council, and observes that to suppose that on any occasion the whole of the unofficial members should vote together and against the GOVERNOR is to conjure up a very extreme case. Neither did the petitioners ask for a Council enlarged in numbers. Mr. FERGUSON then shows how the difficulty may be met without any ruinous concession on the part of the Government :—

Seeing that the Governor has a casting vote in cases of an equal division on any question, and that should a measure be carried against him he can veto it, and refer the whole case to the Secretary of State, there surely would be no danger in such a compromise as is involved in equalising the official and unofficial element in Council ; giving all the members full power to vote according to their convictions, and power also to bring in money Bills, or add items to the Bills already before the Council. I venture to submit that, now we have provided amply for our military expenditure—and those who best know the pacific character of the native races (Sir Hercules Robinson included) best appreciate how ample the provision is—we are entitled to such a concession as I have indicated. In proposing that the number of unofficial members should be increased from six to ten, I may be met with the objection that it is now difficult to obtain the services even of six gentlemen of talent and weight. The answer is that such men object to occupy the position of ciphers. Concede the real power I suggest, and I believe a position in the legislature would be an object of honourable ambition to the ablest and best men of all classes.

And finally, with regard to the constitution of the non official half of the Council, he says :—

Giving due weight to the superior intelligence of the European settlers, and to the vast capital of which they are the representatives, and remembering also that such Englishmen as Mr. Wall (the president of the League, and chairman also of the Planters' Association) would be regarded by the natives of all classes with much confidence, I would suggest a body of unofficials, composed of equal numbers of Europeans and of the settled inhabitants. The Governor (who, with his nine official members, would always recognise the duty of watching native interests in the council) might be instructed generally to consult the various classes whose opinions and interests it is desirable to have represented in the council. The Chamber of Commerce might submit for the Governor's approval a leading merchant and the manager of one of the banking institutions. The Planters' Association could be asked to name two representatives of the great planting interest, and a fifth European member might be found by the Governor amongst the young English lawyers of talent who occasionally join the Ceylon bar. English capital, enterprise, and talent would be thus fairly represented.

We next turn to the mixed race, called "Burghers," from the fact that many of them are of Dutch descent. Like the European people, those Euro-Asiatics are limited in number (6,000 against our 3,000 to 4,000), while in regard to capital and mercantile or agricultural enterprise they do not as yet occupy a very prominent position. But they are the educated middle class of Ceylon, possessing keen intellects, and, as lawyers, displaying very great ability. While gentlemen of this class are European to a great extent in origin, and almost entirely so in their habits, they are

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yet from birth, knowledge of the vernaculars, and constant association with the people, eminently fitted to be the exponents of native sentiment, and the representatives of native interests. I should feel, therefore, that no injustice, but the reverse, would be done to the numerically great native races were the Burghers asked to submit the names of two of their body for the governor's approval as members of the council. Both would probably be lawyers. In selecting two Singhalese members an effort should be made to give a representative to the Kandyans, as well as to the maritime section of the race. From amongst the Tamils, the second native race in Ceylon, one member might be chosen, as at present.

Such a council as this, Mr. Ferguson justly observes, would strengthen the hands of an able and sagacious ruler, while it would constitute a wholesome check on a governor whose wisdom and experience might be inferior to his ability and energy. No really conscientious governor would object to a council which, without overriding his authority, would keep him well informed as to the state of public feeling, and share with him the responsibility, though not the ordinary rewards of a government well administered. Unfortunately the present is by no means a favourable period for the discussion of such a question as this, and the well-wishers of both Ceylon and Hong Kong will probably have to exercise some little patience before they get a chance of a fair hearing in Parliament.

Monetary and Commercial.

The prospectus of the Indo-European Telegraph Company, to which we have so frequently referred, has just been issued, and the undertaking is shown to be supported by eminently practical men. The share capital is placed at £450,000, in 18,000 shares of £25 each, of which only 17,000 shares will now be issued. The deposit on application is £1 per share; and the payment on allotment will be £4 per share; calls of £5 on each share being made at intervals of not less than two months. The objects of the enterprise have been already sufficiently explained in our columns. The proposed new route will also connect Europe with Asia, and will pass from London through the North Sea, Prussia, Southern Russia, and Persia, and thence by the lines of the Indian Government to India. Exclusive concessions have already been granted for this purpose by the Prussian, Russian, and Persian Governments to Messrs. Siemens Brothers, and an agreement has been concluded by the concessionaires with Reuter's Telegram Company and the International Telegraph Company for the exclusive use of one wire, and when necessary two wires between London and Norderney. By this arrangement the valuable co-operation of the latter company has been secured for the collection and distribution of Indian and other messages. The *bona fide* character of the project is, as we have already said, beyond all doubt. Half the capital is already subscribed, and the line is to be completed within the year 1869.

The annual report of the Oriental Bank Corporation was adopted at their meeting held on the 16th inst. The net profit for the year, after providing for all bad and doubtful debts, is £175,539, which, with the addition of £13,687 from the last account, gives an aggregate of £189,226 for distribution. An interim dividend of £90,000 was paid in November last, and it is now proposed to distribute a like amount, both free of income-tax. This will make 12 per cent. for the year, and leave £9,226 to be carried forward.

In another part of our paper will be found the balance-sheet of the Bank of Rotterdam, which was passed at the meeting noticed in our last.

Biddings for £350,000 in bills on Calcutta and Madras were held at the Bank of England on the 15th. The amounts allotted were—to Calcutta £319,400, and to Madras £30,600. The minimum price was fixed, as before, at 1s. 11¼d. on both Presidencies, and tenders at that rate will receive about 23 per cent. Those above will be allotted in full. No tenders on Bombay were invited. These results show a further reaction in the demand for means of remittance to the East, the price obtained being about 1 per cent. below that on the last occasion.

Much indignation has been excited by the announcement that of the bills of India offered on the 1st instant, about £130,000 was tendered for at high rates by some speculators, who, finding the market going against them, failed to fulfil their bargain. Strange to say, the names of the defaulters have not been published, and there is a strong feeling that concealment in such a case is most unjustifiable. So glaring a case of bad faith cannot be too strongly condemned, and those implicated should be held up to public reprobation.

ARTICLES OF IMPORT.

TEA.

Owing to the intervention of the Easter holidays, there has been but little business doing during the past week; but the sales that have been made maintain the advance quoted in our last, and importers are firm holders. Messrs. W. J. and H. Thompson's circular is as follows:—Foochow Congous: In siftings and broken leaf there have been a few transactions at higher prices. Some parcels of common to fair quality out of recent arrivals are offering from 1s. 3d. to 1s. 4¼d. Medium kinds are firmly held for an advance. In good and fine, no business. Black Lea Congous: In dust and siftings no sales reported; common has been sold at 1s. 3d. per lb., and there is very little now offering at that price. There is still inquiry for the better sorts from 1s. 4d. to 1s. 6d. per lb., without, however, resulting in much business, owing to holders requiring advances for these grades; good and fine are firm at former quotations. In Souchongs and Oolongs there is nothing doing. Scented Teas: Foochows are firm at previous rates, and Canton kinds, ex Southern Cross, are selling freely. In Green Teas there is no new feature, invoices out of recent arrivals not having been yet put on the market. There will probably be a small China sale held on the 21st inst., but as yet there are no catalogues issued. The United Kingdom stock was, on the 31st ult., estimated at 88,000,000 lbs. against 99,500,000 lbs. in 1867.

Silk.—The market has been fairly active since our last report, and prices have slightly stiffened during the last two days, particularly for good No. 4 Tsatlees and low Taysaams, the latter of which seem at last to be coming into demand. Deliveries of silk generally continue good, and render the position of the market very satisfactory. Clearances from 1st to 16th inst. were:—China, 1,454; Canton, 246; Japan, 323; Bengal, 290; total, 2,313 bales.

Cotton.—The London Market since our report of the 10th inst. has been dull, the demand becoming daily more and more restricted. Prices remain for the most part without alteration, but show a tendency towards decline. The current quotations are:—Oomrawuttee, 11¼d.; Tinnivelly, 9¼d.; Western, 9⅛d. to 10⅛d.; Salem, 10⅛d.; Coconada, 9⅛d. to 9⅝d.; Bengal, 9⅛d. to 10d.; Rangoon, 9⅛d. to 9⅜d. In Liverpool the market has also been uninterruptedly quiet. Prices on the spot are in the buyers' favour, and a decline of ⅛d. per lb. has been established upon sales for arrival. The quotations on the spot rule as follows:—American, 11d. to 18½d.; Pernam., 12d. to 12½d.; Santos, 12¼d.; Egyptian, 12½d. to 15d.; Smyrna, 11¼d.; Surats, 10⅛d. to 11d.; Madras, 10¼d.; Bengal, Scinde, &c., 9⅜d. to 10d. For arrival the following prices have been paid:—American, basis of middling.—Ship named, from Savannah, 12⅛d.; Mobile, 12⅛d.; New Orleans, 12⅛d., and due 12⅜d.; New York, low middling, ship named, 11⅞d. Broach.—Fair, March sailing, 9⅛d. Dhollerah.—Fair, February sailing, 10⅜d; middling fair, ship named, 9⅛d. Oomrawuttee.—Fair new merchants, at sea, 10⅛d.; March sailing, 10⅜d., 10⅛d.; February-March, 10⅜d.; ship named, 10d., 10⅛d. Bengal.—Fair new merchants, at sea, 8⅛d.; ship named, 8⅜d.

Coffee.—The quantities of Ceylon offered for sale are still limited, but there is a fair inquiry for both Plantation and Native, and prices are steadily maintained at the following rates:—Plantation, triage and ordinary, 81s. 6d. to 59s.; gray, low middling and middling, 64s. to 70s. 6d.; colory, low middling and middling, 70s. to 78s.; good middling, 80s. to 85s.; fine middling, 87s. to 90s.; pea-berry, 81s. to 91s. 6d. Native, ordinary small, 45s. to 46s.; good ordinary, 49s. to 51s.; fine ordinary, 53s.; good bold, 54s. to 56s. 6d.; pea-berry, 60s. to 61s.

Cutch.—Prices are lower, 52s. 6d. being the current quotation for fine Pegu.

Cocoa-nut Oil.—We have still to report a quiet market. Small transactions are reported in Ceylon at £49 per ton.

Manila Hemp.—There have been no transactions of any importance since our last report.

Pepper.—Small business only has been done in Penang and Singapore at the rates last quoted.

Rice.—The only sale of importance has been two small floating cargoes—viz., 800 tons Rangoon early March sailing quality guaranteed at 12s. landed, and 360 tons Siam arrived at 11s. 8d., ex ship, without guarantee.

Spices.—Cinnamon: Of Ceylon 21 bales were taken, first quality, at 2s. 3d.; seconds, 2s. 2d. to 2s. 8d.; thirds, 1s. 10d. Cloves: Nine cases Penang of old import were bought in at 10½d. to 11d. Mace: Four boxes medium bold red Singapore sold at 8s. Nutmegs: Of Singapore 7 boxes realised as follows:—78 to the lb., 2s. 2d.; 95 to the lb., 1s. 6d.; and 124 to the lb., 1s. 3d. per lb.

Sapanwood.—Steady; 27 tons Siam at auction sold at £11 10s. to £12 per ton, and of 101 tons Manila half sold at £10 17s. 6d. to £13 5s.

Shells.—At the auctions 12 chests Manila mother-o'-pearl realised £6 2s. 6d. to £6 7s. 6d. per cwt. for good small descriptions.

Sticklac.—The market is steady, and of Siam a few cases middling blocky sold at 45s. 6d. per cwt.

Sugar.—An active demand has prevailed since our last report, fully maintaining the increased rates, and prices are now 6d. higher than those last given. The following private transactions are reported:—28,000 bags clayed Manila (8s. duty) 31s., (9s. 7d. duty) 32s. to 32s. 6d.; 20,000 bags unclayed 28s., and the following floating cargoes, viz., for near ports, two of Havannah, 2,691 boxes at 27s. to 27s. 9d., 3,000 bags Maceio at 22s. 6d. (invoice weights), and for the United Kingdom, two of Havannah, 6,075 boxes 26s. 9d. to 27s., 400 hhds. 160 boxes Cuba 24s. 3d., and 200 tons unclayed Manila 28s. per cwt. duty paid.

Tin.—The current quotations are—Banca, £96 10s. to £97; fine Straits on the spot and afloat, £93 10s. to £94. Any further advance in foreign appears for the present arrested. There are some speculators who bought at £3 to £4 per ton below present quotations, who wish to realise their profit, but as the quantity thus offered is but small, we think there will again be a strong market. Deliveries go on with activity.

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ARTICLES OF EXPORT.

The latest London quotations are as follows:—

IRON.—Welsh bars, £6 5s. to £6 10s.; Staffordshire bars, £7 5s. to £7 15s.; nail rods, £7 5s. to £7 12s. 6d.; hoops, £8 5s. to £9; sheets, £9 to £9 10s.; discount 2½ per cent.

COPPER.—Ore, 15s. 6d. per unit net; Spanish cake, £75 to £76 per ton; Australian, £82 10s. to £90; English tough, £80 to £83; best selected, £82 to £85; sheet, sheathing, &c., £85 to £87; discount 8 per cent.

YELLOW METAL.—Sheets, 4 feet by four, 7½d. to 7¼d. per lb.; sheathing and rods, 7⅜d. to 7½d.; discount 8 per cent.

LEAD.—Pig, W.B., £21 5s. per ton; do., other brands, £19 10s. to £19 15s.; Spanish, soft (ex ship), £19; sheet, £20 10s.; shot (kegs extra), £22 10s. to £22 15s.; white do., £27 to £30; red do., £20 15s. to £21; discount 2½ per cent.

SPELTER.—Silesian, £20 7s. 6d. to £20 12s. 6d.; English (smelted from ores) £20 5s. net.

QUICKSILVER.—In bottles of 75 lbs. each, £6 17s. per bottle; discount 8 per cent.

ZINC.—English sheet, £26 10s. to £27 10s. per ton; discount 2½ per cent.

The following is from the circular of Messrs. French and Smith:—"Business has been steady. Iron is in demand. Staffordshire it is difficult to obtain quickly, owing to the uncertainty about the workmen accepting the reduced wages offered. Copper is very strong at advancing prices. Ores are much in demand. For Chili Bars £76 is paid. English is better also. The smelters ask £83 for tough and £87 for manufactured. Tin plates very firm. Lead rather easier. Spelter dull.

MANCHESTER MARKETS.

Mr. Sam Mendel's Circular of the 14th says:—"The position of this market is scarcely altered since the 7th instant; the demand has been very limited, yet prices have shown little weakness; there is a slightly better feeling to-day, with more disposition to place orders at prices not materially under spinners and manufacturers' prices." Quotations are:—Grey Shirtings, 7lbs., 10s. to 10s. 6d.; 8½lbs., 12s. 6d.; Cotton Yarn, Nos. 16-24, 16½d. to 18½d.; Nos. 28-32, 1s. 5½d. to 1s. 8d.; Maddapollams, 4s. 6d.; Long Cloths, 11s. 6d.; T-Cloths, 7s. 6d.; White Spot Shirtings, 12s. 9d. (prices unaltered).

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar 30	Ymuiden	De Jong	Batavia, for Amstrdm	Off the Start.
—	Ercilla	—	Manila	Queenstown.
Apr. 5	Richard	Breckenstein	Rangoon	Do.
Mar 13	Joseph Bushby	Watkins	Java	Pensacola.
Apr. 6	Alvington	Adams	Penang	Off Salcombe.
— 6	Cingala	Neilson	Foochow, &c.	Off Plymouth.
— 7	J. H. Schwensen	Voight	Do.	Falmouth.
— 7	Cameo	Law	Bassein	Do.
— 7	Drache	Petterson	Bankok, for Hamburg	Do.
— 5	M. Wood	Thermott	Java	Queenstown.
— 7	Brema	Schweitzer	Saigon	Falmouth.
— 7	Helena Donner	Hochreuter	Bankok, for Altona	Do.
— 7	Marmion	Whereat	Do. for Bremen	Off Do.
Mar 17	Nelly	Poibou	Macao	Havana.
Apr. 8	Tamerlane	Hughes	Shanghai	Deal.
— 8	Amoy	Gautschow	Rangoon, for Hambg.	Off Falmouth.
— 7	Daniel Rankin	—	Batavia	Off the Start.
— 8	Amazon	—	Rangoon	Falmouth.
— 6	Compeer	—	Maulmain	Queenstown.
— 8	Whitehall	Marsh	Colombo	Downs.
— 7	Lynet	Aaroe	Sourabaya, for Amstd.	Off the Wight.
— 8	Amazone	Gautschow	Rangoon	Off Falmouth.
— 6	Andromache	—	Padang, for Rotterdm.	Off Scilly.
Mar 26	Lorely (Fr. ship)	Schenck	Hong Kong, &c.	New York.
Apr. 6	Hannover	Piening	Bankok	Lisbon.
— 11	Merse	Gribble	Singapore	London.
— 11	Southern Cross	McDonald	Hong Kong, &c.	Do.
— 11	Noranside	Deas	Zebu	Do.
— 10	Ramsay	Wills	Singapore	Deal.
— 10	Sea King	Clarke	Colombo	Do.
— 10	Glenrosa	Lonsdale	Do., &c.	Portsmouth.
— 8	Vigil	Gilpin	Shanghai	Off the Start.
— 6	Alhambra	Moulton	Sourabaya, for Amstd.	Off the Lizard.
— 11	Newcastle	Blanch	Foochow	Deal.
— 11	Tybrnia	Stephens	Shanghai	Do.
— 11	Island Queen	Dickson	Foochow	Do.
— 10	Patrician	Pain	Colombo	Do.
— 10	Alice Ritson	Matches	Do.	Do.
— 8	Dageraad	Duinker	Bnjwngie., for Rtrdm.	Off Dover.
— 12	Luctor and Emergo	Ouwehand	Padang	Zierikzee.
Mar 29	Game Cock	Sherburn	Manila	New York.
— 30	Benvoirlich	Jenkins	Padang	Do.
— 30	White Swallow	Knowles	Manila	Off Do.
— 28	Rainbow	Thayer	Padang	Boston.
— 31	Dannevirke	Magensen	Foochow	Do.
— 31	Belle	—	Batavia	Off Do.
Apr. 13	Cleughs	M'Bay	Colombo	London.
— 13	Osprey	Andrews	Manila	Do.
— 13	Brierly Hill	Critti	Galle	Do.
— 12	St. Lawrence	Wilcocks	Colombo	Do.
— 12	Odulia	Gastavaga	Manila	Deal.
— 6	Maria and Elisabeth	Bonjer	Bujwngie., for Rtrdm.	Scilly.
— 12	Jane Blythe	Martin	Singapore	Liverpool.
— 8	Aline	Lepetit	Hong Kong	Havre.
— 10	Graafstroom	Rossingh	Batavia, for Rottrdm.	Off Dungeness.
— 12	Ortelius	—	Batavia	Do.
— 6	Hendrik Ido Ambacht	Byl	Do. for Amsterdam	Off Scilly.
— 6	Elshout	Akerman	Do. do.	Do.
— 8	Elisa	Rivers	Manila	Cadiz.
— 12	Thomas Mitchell	Shuell	Colombo	Off Dartmouth.
— 12	Jametje	—	Java	Helvoet.
— 11	Maria Sarah	Pot	Padang	Brouwershaven.
— 12	Royal Minstrel	—	Shanghai	New York.
Mar 25	Donna Maria	Soza	Macao	Havana.
Apr. 2	White Swallow	Knowles	Manila	New York.
— 2	Eva	Kidd	Shanghai	Do.
— 14	Telanak	Popken	Java, for Amsterdam	Off Dungeness.
— 14	Oceaan	Smit	Do.	Do.
— 14	India Packet	Diepering	Do.	Do.
— 14	Johannes Lodewyk	Delft	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 6	Weymouth	Gibson	Shanghai	London.
— 4	Dreadnought	Gibson	Galle	Cardiff
—	Senior	Cabot	Sourabaya	Amsterdam.
— 6	Venus	Bakker	Hong Kong	Cardiff.
—	Louisa	Christensen	Batavia	Amsterdam.
— 8	Silver Craig	Bonjer	Colombo	London.
— 5	Andre Marie	Currie	Galle	Marseilles.
— 9	La Plata	Pellegry	Singapore	London.
— 9	Jalawar	Abbott	Cardiff and Hg. Kong	Do.
— 7	H. D. Wille	Carruthers	Singapore	Penarth Dock.
— 4	Teazer	Ahlman	Shanghai	Cuxhaven.
— 9	Daphne	Olsen	Penang	Sunderland.
— 13	Sir Harry Parkes	Chapman	Shanghai	London.
— 4	Chieftain	Blacklock	Singapore	Leith.
— 12	Louise	Vuerhard	Batavia	Falmouth.
— 10	Omba	Thomson	Singapore	Clyde.
— 10	Flora	Minto	Do.	Cardiff.
— 14	Naomi	Taylor	Newcastle and Galle.	London.
— 12	Jupiter	Hutchins	Galle	Cardiff.
— 9	Iron Queen	Casson	Singapore	Liverpool.
— 11	Havilah	—	Hong Kong	Shields.
— 9	Devina	Van Rittern	Anjer	Cardiff.
— 11	Columbia	Ritchie	Batavia & Sourabaya	Glasgow.
— 11	Crest of the Wave	Harris	Shanghai via Shields.	Grangemouth.
—	Cortgene	Wemmerus	Sourabaya	Rotterdam.
—	Condor	Hansen	Hong Kong	Hamburg
— 11	Concordia	van Zanten	Do.	Cardiff.
— 14	Excelsior	Edgar	Chefoo	Do.
— 12	Cervantes	Eyzaguir	Manila	Bordeaux.
— 17	Corneille David	Hanus	Cardiff and Galle	London.
— 11	Guurtje and Marie	—	Batavia	Newcastle.
—	Bhering	Lane	Amoor River	Hamburg
— 16	Hotspur	—	Colombo	Shields.
— 15	Allandale	Gray	Hong Kong	Sunderland.

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama and Nagasaki: Contest. For Shanghai: Lauderdale, Laurel, Minnie, Tamerlane. For Hong Kong: Invincible, Chetah, Corea, Princess of Wales, Finzel, John Lidgett, Red Deer, Louisa. For Singapore: Dewa Gungadhur, Carl Wilhelm. For Singapore and Penang: Constantia. For Penang: Alvington. For Colombo: Fort Regent, Teviot, Ellenborough.

At LIVERPOOL.—For Yokohama: Caractacus. For Shanghai: Wm. Turner. For Hong Kong: Veronica, Psyche. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Copernicus (s.). For Singapore: Eastern Chief, Orion. For Manila: Trinidad, San Fernando, Loyola. For Batavia and Sourabaya: Joutsen, Tjillingsie.

At GLASGOW.—For Singapore: Bothwell Castle. For Penang: Mary Falconer. For Batavia and Sourabaya: Annie Story. For Colombo: War Cloud.

SPOKEN.

E. NICHOLSON, London to Foo Chow, Jan. 28, 33 S., 16 E.
CITY OF TORONTO, Hamburg to Singapore, Mar. 14, 2 N., 30 W.
ALICE, Penang to London, Feb. 6, 11 S., 81 E.
CARL RITTER, Canton to Hamburgh, Feb. 17, 23 S., 62 E.
ANNIE W. WESTON? (Brit.bq.) Foochow to London, Feb. 22, 31 S., 45 E.
TWO SISTERS? (Dut. bq.) Bali to Rotterdam, 38 days out, 31 S., 45 E.
VIRGILIA, Shanghai to New York, Feb. 28, 34 S., 31 E.
PALLAIS GALLIEN, Bordeaux to Batavia, Nov. 30, 6 N., 22 W.
PITEN (?) (barq.), Cardiff to Hong Kong, Feb. 2, on the line, 27 W.
ELDRED, New York to Hong Kong, Dec. 16.
HORATIO HARRIS, Sunderland to Galle, Feb. 5, 3 N., 26 W.
CATHERINE ELIZABETH, Java to Amsterdam, Mar. 26. 46 N., 21 W.
HELEN NICHOLSON, London to Shanghai, Mar. 3, 1 N., 22 W.
WILLEM POELMAN, Rotterdam to Batavia, 26 days out, 58 (?) S., 28 W.
QUEEN OF THE EAST (ship), London (?) to Galle, Feb. 16, 22 S., 29 W.
ARTHUR THE GREAT, Cardiff to Shanghai, Feb. 17, 21 S., 28 W.
QUEEN OF THE SEA, Liverpool to Galle, March 21, 47 N., 11 W.
THERESINA, Sunderland to Batavia, Dec. 25, 31 S., 13 W.
CARL STAEGERMAN (?), Hong Kong to Havre, March 24, 43 N., 28 W.
IMPERATRICE, Fenang to Bordeaux, Jan. 7, 31 S.
MARGARITA (Hamb. barq.), Foochow to Oporto, Jan. 8., 31 S.
EVERHARD, Helsinborg to Hong Kong, March 8, 5 N., 24 W.
AMAZON (Dut. ship), Java to Rotterdam, March 26, 46 N., 21 W.
GRENADIER, Liverpool to Japan, March 22, 44 N., 14 W.
PHILIP VAN MARNIX (Dut. ship), Batavia to Rttrdm., Mar. 1, 35 S., 24 E.
A SPANISH BARQUE, showing 2nd d.p., No. 0834 Manila.
COULNAKYLE, London to Amoy and Chefoo, Feb. 28, 12 S., 32 W.
RICHARD S. ELY, New York to Hong Kong, Feb. 28, 12 S., 32 W.
JOHN BANKS, Shanghai to New York, Feb. 21, 32 S., 41 E.
AILSA CRAIG, Foochow to London, with loss of maintopsailyard Feb. 28
CANADIAN BELLE (?) (ship) Shanghai to London, Feb. 22, 16 S., 5 W.
ARMENIA (?) Liverpool to Ceylon, Jan. 27. 15 S., 77 E.
BOGOTA, Singapore to the Clyde, Feb. 6, 30 S., 43 E.
LAWRENCE BROWN, Singapore to Liverpool, Feb. 13. 33 S., 28 E.
TONIS VOS (?), Java to Amsterdam, Feb. 18 19 S., 1 W.
TANERID (?), Singapore to London, March 26, 46 N., 22 W.
GRONDWET, from Batavia, March 27, 48 N., 18 W.
MEDORA (barque), Shanghai to New York, Jan. 9, 30 S., 38 E.
NEDERLANDEN, Newcastle to Sourabaya, March 8, 6 N., 24 W.
DEODATA, Padang to Rotterdam, April 1, 50 N., 10 W.
NEERLANDSVLAG, Batavia to Rotterdam, Feb. 20, 17 S., 4 E.
VERENA COLLET (bq.), Dunkirk to Cochin China, Feb. 23, 2 S., 20 W.
WM. FRINGUE (? Wm. Fruing), C'diff. to Hg. Kong, Feb. 12, 24 N., 26 W.
BENJAMIN SHAW (?), Foochow to London, March 26, 44 N., 27 W.
CHANDENAJORE (?), Colombo (?) to London, April 5, 49 N., 8 W.
GOUVERNEUR VAN EWYK, S'rang to Rotterdam, April 5, lat. 49, long. 8.
WYKAAN ZEE, Amsterdam to Batavia, standing S., Feb. 11, 8 S., 29 W.
NELLIE CHAPIN, Canton to New York, Jan. 2, off Java Head.
BENEFACTRESS, New York to Hong Kong, Jan. 10, on the line, 30 W.
HENBURY, Callao to Chusan, Dec. 5, 13 S., 31 W.
THERESINA, Sunderland to Batavia, Dec. 25, 31 S., 13 W.
CANNANORE (Fr.), for Batavia, March 3, 20 W.

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AUFFREDY, Nantes to Cochin China, 15 days out, March 30, 21 N., 24 W.
QUEEN OF THE AGE, London to Japan, April 1, 27 N.
EDDYSTONE, Padang to Amsterdam, Feb. 15, 23 S., 4 E.
LOTA, Shanghai to New York, Feb. 4. 35 S., 24 E.
YEAVERING BELLE, Shanghai to New York, March 7, 6 N., 28 W.
NEDERLAND AND ORANGE, Rotterdam to Batavia, Feb. 29, 19 N., 26 W.
JOHANNES (Dutch barque), Batavia to Amsterdam, March 26.
TOPGALLANT, Cardiff to Shanghai, March 16, lat. 50., lon. 9.
TWO GEYZUSTERS, Banjoewangie to Rotterdam, Feb. 20, 31 S., lon. 45.
HENDRICA, Rotterdam to Singapore, 10 days out.
AYR (barque), of Glasgow, for Galle, April 8, 51 N., 14 W.
VICTORIA, Liverpool to Manila, March 9, lat. 9, lon. 28.
WARDLOW (? HARLAW), Shanghai to London, March 26, 46 N., 22 W.
JAMETA, Java to Dordt, March 22, 45 N., 24 W.
JOHN NORMAN, New York to Hong Kong.
PERUANA (?) Batavia to Amsterdam, 60 days out, Feb. 21, 17 S., 1 W.
BELLA (barque), for Hong Kong, April 6, 49 N., 7 W.
ROYAL WILLIAM, Java to Amsterdam, Jan. 12, 28 S., 55 E.
DANE, Foochow to Boston, Jan. 24, 35 S., 24 E.
HANSA, Cochin China to Bremen, March 5, 6 N., 24 W.
GLADITEUR, of Jersey, for Singapore, April 5, 50 N., 9 W.
BENGALEE, Java to Rotterdam, March 16, 16 N., 37 W.
BELLE OF THE SEA, Batavia to Amsterdam, March 24, 42 N., 30 W.
HUNTLEY CASTLE, Clyde to Singapore, Feb. 18, 3 N., 22 W.
PARAMATTA, London to Japan, Feb. 22, 25 S., 26 W.
CERES, Singapore to Hamburg, Feb. 23, 33 S., 33 E.
PALMERSTON, Colombo to London, Feb. 22, 31 S., 41 E.
J. C. SCHOTEL, Bali to Rotterdam, Feb. 28, 34 S., 31 E.
EMULATION (barq.), Sunderland to Galle, Jan. 3, 5 S., 27 W.
OSCAR (Norw. ship), Newport to Galle, Jan. 21, 33 S., 16 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain unaltered, although ther have been lately several arrivals; coal freights from the Northern outports have in some instances advanced, and are generally firm.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight, 35s. and 40s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, or meast. To Cheefoo: 45s. weight or meast. To Hong Kong: 40s. weight, 30s. meast. To Amoy: 45s. weight or meast. To Manila: 50s. weight or meast. To Singapore: 30s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Chefoo: £50. For Shanghai: £50. For Hong Kong: £43. For Saigon: £50. For Singapore: £33. For Batavia: £32. For Colombo, £33. For Galle, £37. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 10s. For Shanghai: £2 12s. 6d. For Chefoo, £2 11s. For Hong Kong, £2 2s. 6d. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 14s. For Galle, £1 15s. For Colombo, £1 8s.

The Admiralty have again invited tenders for the conveyance of four tons measurement naval masts, four tons weight and nine tons measurement naval common stores, thirteen tons cordage, sails and iron cable, one ton medical stores, thirty-four tons weight shot, shell, &c., and three tons measurement deals, paint, oil, &c., from the Thames to Trincomalee.

CASUALTIES.

The Nina, Mesquita, which sailed from Cardiff, March 25, for Hong Kong, put into Lisbon, April 3, leaky.

The Emily Ann, Meyer, from New York to Shanghai, via Rio Grande, put into Bermuda, Feb. 26, with loss of mainmast and part of cargo thrown overboard, having experienced a severe hurricane, Feb. 24.

The Louisa, Bonjer, from Amsterdam to Batavia, put into Falmouth, April 7, with master sick.

Advices from Mauritius, dated March 11, state that the Sea Star, Varey, from Sarawak to London, which put in there Feb. 16, with damage, had discharged her cargo, and was ready to be put on the slip or docked.

The Arbutus, Turnbull, from Padang to New York, arrived at Algoa Bay March 8, with master and part of crew laid up with fever, and was placed in quarantine.

The Warrior (Amer. paddle steamer), Patterson, from New York to China, which stranded at Mauritius, was subsequently got afloat, and left for Singapore Feb. 28, after repairing.

The Jane and Anna, Thomson, from Colombo to London, which arrived at Mauritius, March 8, had stern stove on port side, and received other damage to hull during the hurricane off that place.

The Pauline Constance Eleonore, Kuyper, of and for Amsterdam, from Tjilatjap, with coffee and sugar, was in collision, April 16, with a large steamer off Fairleigh, and was towed ashore in a sinking state at Hythe; cargo was about being discharged into lighters on the 17th; vessel would be patched up to get her off if possible into safety.

MISCELLANEOUS.

Advices from the Cape of Good Hope, dated 4th March, state that part of the cargo of the Burgemeester Hoffman, Grafthuis, from Batavia to Rotterdam, which vessel put into Simon's Bay, 30th December, leaky, had been sold, and that the vessel was reloading and would proceed for her destination.

The Betty (Dutch barque), Chevalier, from Newcastle to Java, which put into Brouwershaven February 17th, leaky, has since sailed, and arrived April 13th, off Salcombe.

At ASCENSION.—March 5, Tio y Sobrino, from Manila, and sailed 6, for Liverpool.

Off ASCENSION.—Feb. 13, Telanak, Popken, from Batavia, for Amsterdam; March 2, Graafstroom, from Batavia, for Rotterdam; 8, Paul Johan, from Bali, for Rotterdam; 9, Dundonald, from Shanghai.

At ST. HELENA.—Feb. 28, Gabrielle Alice, Lancelot, from Saigon and Mauritius, and sailed March 2 for Bordeaux; Auguste, v. Tubergen from Banjoewangie, and sailed for Amsterdam; 29, Kahlamba, Gordon, from Singapore, and sailed for Liverpool; Mar. 2, Minalto, Silk, from Colombo, and sailed for Pernambuco; 5, Lucerne, McNeil, from Singapore, and sailed 6, for Liverpool; 7, Henrietta Geertruida, de Boer, from Banjoewangie.

Off ST. HELENA.—March 5, Seringapatam, from Java.

At TABLE BAY.—March 5, Maury, Harms, from Bangkok; 6, Phillip Nelson, Nelson, from Zebu; 4, Cosmopolite, Limstrong, sailed for Batavia; 2, Gravenhage, Bok, from Batavia.

At SIMON'S BAY.—March 4, Piscatagua, Rowan, sailed for Singapore.

At MAURITIUS.—March 8, Jane and Anna, Thomson, from Colombo; Feb. 26, Cecilia, Hudson, sailed for Galle; 27, Frances Milly, Gunton sailed for Ceylon; 29, Spy, Lefeuvre, sailed for Galle.

GELLE FRERES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, À PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeinic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

SILVER EXHIBITION MEDAL PARIS 1867

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REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE, superior tooth-powder, composed of carbon, quinine, and Provins roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustacae.
COLD CREAM, AU LOTUS DE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

PERFUME ESSENCES OF ALL KINDS.
SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE.
SOAP, TOOTH-PASTE AND ELIXIR, POMADE, CREAM FOR THE COMPLEXION AND SKIN, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world

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AND
COMMISSION AGENTS,
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COWASJEE DINSHAW.

Close to the Landing Place. Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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A WEEKLY JOURNAL OF THE HIGHEST CLASS,

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PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

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BANK OF ROTTERDAM.

HEAD OFFICE—ROTTERDAM.

Branches—AMSTERDAM, BATAVIA, SOURABAYA, SINGAPORE.

London Bankers—THE UNION BANK OF LONDON.

Subscribed Capital...	f.7,994,250.
Commanditair Capital	9,321,400.
Total Liable Capital	17,315,650.
Paid up Capital	4,463,195.

BALANCE-SHEET, 31st December, 1867.

ASSETS.			LIABILITIES.		
Government securities...		f.582,246 83	Capital—		
Funds available—			50 per cent. paid up on 31,977 shares, f.7,994,250	f.3,997,125 00	
Cash...	f.1,657,242 85		5 per cent. paid up on commanditair capital	466,070 00	
Bills receivable—					f.4,463,195 00
Home	5,139,213 53		Bills payable		11,941,959 95
Foreign	1,701,296 08		Deposits and circular notes		2,381,097 93
Cash at bankers	7,076,953 98½		Creditors in account current		7,781,535 24
Loans on securities	1,377,745 06		Creditors in commanditair account		257,537 70
		16,952,451 50½	Interest on paid up commanditair capital		15,081 15
Debtors in account current	f.6,207,321 93		Commanditair reserved fund		80,810 20½
Debtors in account, doubtful, estimated at	171,125 70		Dividend account, 1864		63 00
		6,378,447 63	Dividend account, 1865		159 50
Debtors in commanditair account ...	f.2,976,039 36		Dividend account, 1866		640 52
Debtors in commanditair account, doubtful, estimated at	6,584 72		Dividend account, 1867, f.6.35 per share		203,053 95
		2,982,624 08	Reserved fund		37,661 86
Bank premises and furniture		267,025 96			
		f.27,162,796 00½			f.27,162,796 00½

Rotterdam, 21st March, 1868.
Examined by us and found correct,
The Committee of Commissioners,
(Signed) F. J. PLATE.
" A. RUEB.
" L. PINCOFFS.

Rotterdam, 20th March, 1868.
Bank of Rotterdam,
(Signed) D. BAUDUIN.
" KUP.
" BETZOLD.

Rotterdam, 25th March, 1868.
Audited by Commissioners of the Bank of Rotterdam.
(Signed) F. J. PLATE, Chairman,
" HUBRECHT, Secretary.

We have examined and audited the above accounts, and find them correct.

Rotterdam, 27th March, 1868.

(Signed) T. P. VIRULY. J. A. M. VAN BERCKEL.
" F. W. C. BLOM. J. LOOPUYT.
" W. T. GEVERS DEYNOOT.

PROFIT AND LOSS ACCOUNT.

Dr.			Cr.	
General charges—			Interest account	f.196,957 70½
Salaries	f.84,581 68		Commission account...	150,587 36½
Miscellaneous	27,397 76½		Profit on Exchange operations	40,444 92½
		f.111,979 44½	Balance of profit and loss account of Batavia	30,497 23
Guarantee to branches in the East		33,537 24		
Amount written off on Bank premises and furniture ...		11,245 15		
Amount transferred to commanditair reserved fund, half of commission earned, f.104,113.32		52,056 66		
Net profit		209,668 73		
		f.418,487 22½		f.418,487 22½

Rotterdam, 21st March, 1868.
Examined by us and found correct,
The Committee of Commissioners,
(Signed) F. J. PLATE.
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" W. T. GEVERS DEYNOOT.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Caunon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

OVERLAND ROUTE.—

Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for

GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY.	From Southampton, every Saturday.
CEYLON, MADRAS, CALCUTTA, BATAVIA, SINGAPORE, CHINA, JAPAN.	From Southampton every fortnight—the day of departure being Saturday.
AUSTRALIA. KING GEORGE'S SOUND, MELBOURNE, SYDNEY, &c., &c.	From Southampton, once a month—the day of departure being Saturday.

The Steamers leave Marseilles every Sunday.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London, or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 9th, 16th, and 24th, and from PANAMA on the 1st, 9th, 17th, and 24th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line, from Southampton every Tuesday.

And at Panama by the steamers of the

Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departures for China will be from San Francisco:—

June 3rd, July 15th, August 4th, and thereafter monthly.

For further particulars and through passage rates, apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 145, Cheapside, London.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to S. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1868.

COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

	Francs.	
Subscribed Capital	80,000,000 ...	£3,200,000
Capital paid up	60,000,000 ...	£2,400,000
Do. Mar. 15, 1868	10,000,000 ...	£400,000
Do. Sept. 15, 1868	10,000,000 ...	£400,000
Reserved Fund	20,000,000 ...	£800,000

HEAD OFFICE.—14 Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin-China), Bourbon (Reunion.)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

NORTH CHINA MARINE INSURANCE COMPANY.

ESTABLISHED IN SHANGHAI, 1863.

DIRECTORS.

W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman
E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.
John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and CO., Agents, Hatton-court, Threadneedle-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposi

PRICE REDUCED TO 10s. 6d.

TABLES for ASCERTAINING the COST PER POUND of CHINA RAW and WASTE SILK Laid down in London; all charges paid at rates of exchange from 5s. 6d. to 7s. 6d. per tael for Raw Silk, and from 5s. to 7s. 6d. per tael for Waste Silk.

By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph, 2, Cowper's-court, Cornhill.

TO PARENTS IN INDIA AND CHINA.

THE ADVERTISER (who is the wife of a professional man willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

Address "T," "London and China Telegraph" Office 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

TO PASSENGERS TO CHINA.

A NATIVE of TIENTSIN, who has been the faithful servant of the undersigned for six years, wishing to return to China, is desirous of ENTERING THE SERVICE of any Lady or Gentleman proceeding to China. The undersigned can confidently recommend him as honest, truthful, and clean. He speaks good English, and is a thoroughly good servant.

ROBERT K. DOUGLAS, British Museum.

THE SAIGON ADVERTISER AND SHIPPING GAZETTE.

A SUMMARY of Commercial and Shipping Reports from SAIGON, and a record of Progress in COCHIN CHINA.

Subscription, £5 per annum, exclusive of postage.

London Agency: THE LONDON AND CHINA TELEGRAPH Office, 2, Cowper's-court, Cornhill, London, E.C.

CANADIAN NEWS.

Every Thursday, price 4d., post free, 5d.

CONTENTS, Thursday, April 16th, 1868:—Canadian Confederation—Nova Scotia and its Petition—The North West Territories—Canadian Currency—Intercolonial Railroad—News from Red River—British Columbia, &c.

Office: 11, Clement's-lane, Lombard-street, E.C.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address. RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

HOLLOWAY'S OINTMENT and PILLS.—

Instant Relief.—Sores which are daily extending, ulcers which are hourly deepening, may be arrested in their torturing progress, and induced to take a healthy action by applying this healing ointment and taking these purifying pills. It soothes all distempers of, and extracts all morbid humours from, the skin. Old ulcers of the legs, inflammations caused by varicose veins, and cramps of the lower limbs, can sensibly be eased and shortly cured by Holloway's never-failing ointment, which represses excessive, and stimulates sluggish, vascular and nervous action. In constitutions breaking down under piles, fistulas, and other similarly painful maladies, a few applications of this cooling ointment will give comfo rt and a persistence in its use will effect a cure.

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TANJONG PAGAR DOCK COMPANY,
LIMITED,
SINGAPORE.

Vessels loading outwards, April, 1868:—

In London, "Dewa Gungadhur," "Carl Wilhelm."
In Liverpool, "Eastern Chief."
In Glasgow, "Bothwell Castle."

The increasing demand for accommodation at the Company's wharves is shown by the following figures:—

Registered tonnage alongside in the respective months of 1867.

January	7,577 tons	August	10,671 tons
February	9,493 ,,	September	12,160 ,,
March	7,852 ,,	October	11,827 ,,
April	7,863 ,,	November	14,966 ,,
May	8,919 ,,		111,527 tons
June	10,667 ,,		
July	10,532 ,,		

The wharves came into full operation in August last, since when the following vessels loading general cargoes for Singapore from Great Britain have guaranteed discharge at Tanjong Pagar:—

London.	Liverpool.	Glasgow.
Eastern Star.	Harvest Home.	Kate Carnie.
James Paton.	Prince Arthur.	Annie Main.
Alphington.	Ajax (s.s.)	Kinfauns Castle.
Doon.	Panuco.	Huntly Castle.
Belle of Southeak.	Mosstrooper.	Edinburgh Castle.
Ocean Belle.	Agamemnon (s.s.)	Lochlevin Castle.
Dewa Gungadhur.	Mary Nicholson.	Omba.
Carl Wilhelm.	Achilles (s. s.)	Bothwell Castle.
Minnie.	Iron Queen.	
	Eastern Chief.	
	Diomed (s. s.)	

The new Graving Dock will be shortly ready for occupation—length, 450 feet; width of entrance, 65 feet; depth of water on sill at spring tides, 20 feet.

Workshops fitted with new and entensive machinery are now open; repairs necessary for ships or steamers can be promptly executed.

Copies of the Company's tariff, and any other information required, may be had of the London Agents,

MACTAGGART, TIDMAN, AND Co., 84, Great St. Helen's, E.C.

CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To sail.
Singapore, China & Japan	Nile (s.s.) ...	A1 18 yr.	E.I.D.	May 2
Shanghai	Corea	A1 14 yr.	L.D.	April 30
Do.	Tyburnia ...	A1 14 yr.	E.I.D.	May 10
Kanagawa	Contest	A1 14 yr.	W.I.D.	with des.

For Freight and Passage apply at 5, Newman's-court Cornhill, London; or York Chambers, 55, King-street Manchester.

INDIA AND CHINA.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Docks	Dates.
Bombay	Tiverton	AA 1	E.I.D.	May 1.
Calcutta	Trevelyan	AA 1	E.I.D.	April25
Do.	Furness Abbey	AA 1	E.I.D.	May10.
Do.	Childwall Abbey	AA 1	E.I.D.	May20.
Shanghai.....	Laurel.....	A1 13 yr.	E.I.D.	May 1.

For Freight or Passage apply at Poolfold-chambers, Cross-street, Manchester; or to 27, Leadenhall-street, London, E.C.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

Destinatin.	Ships.	Tns.	Class.	Dock.	Date of Sailing
Bombay ...	Braunstone.	1011	A1	E.I.D.	W. des.
Colombo ...	Fort Regent		A1 10 yrs.	W.I.D.	Do.

No. 22, Great St. Helen's, E.C.

To follow the "Abergeldie." With immediate despatch, having the greater portion of her cargo engaged.

DIRECT for BOMBAY.—The fine British-built clipper ship BRAUNSTONE, A1, 1,011 tons register; THOMAS OWEN, Commander; East India Docks. This splendid vessel, built in 1864, and metalled in August, 1867, is noted for her fast-sailing qualities, and well-known for the good order in which she invariably delivers her cargoes.

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ARTHUR B. FORWOOD, Managing Director

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 280.] LONDON, MONDAY, MAY 4, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	Mar. 11
Yedo	—	—	Mar. 12
Yokohama	Jan. 10	Mar. 4	Mar. 13
Nagasuki	—	—	Mar. 16
Hakodadi			
CHINA — Peking	—	—	Mar. 7
Tien-tsin	—	—	Mar. 11
Chefoo	—	—	Mar. 14
New-chwang			
Hankow	—	—	Mar. 15
Kin-kiang	—	—	Mar. 17
Chin-kiang			
Shanghai	Jan. 27	Mar. 15	Mar. 19
Ningpo	—	—	Mar. 13
Foo-Chow	—	—	Mar 15
Formosa—Tamsuy			
Amoy	—	—	Mar. 16
Swatow			
Hong Kong	Feb. 10	Mar. 21	Mar. 25
Canton			
Macao			
PHILIPPINES— Manila	Jan. 27	Mar. 15	Mar. 18
COCHIN-CHINA— Saigon	—	—	Mar. 15
SIAM—Bangkok	—	—	Mar. 26
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	Mar. 27
MALACCA STRAITS— Singapore	Feb. 26	Mar. 31	April 1
Penang	Feb. 26	Mar. 29	Mar. 30

The French mail, with Hong Kong dates to March 31 (six days later), will be delivered on Wednesday, the 6th inst. Telegrams in advance of this and the succeeding P. and O. mail (Hong Kong, April 8) will be found in another column. The Malta and Alexandria Cable is once more in working order. Via Kiachta no later telegrams have been received. This is believed to be in consequence of the Russian wires being out of order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Poonah, arrived May 1.—From Shanghai: Mr. Park. From Hong Kong: Mr. J. Mathewson, Mr. Aylemore. From Singapore: Dr. and Mrs. Campbell, two children and servant, Mr. A. Buchanan, Mr. W. Newman, Mrs. and Miss van Dalden and servant, Mr. Dorwick, Mr. Dowas.

To Southampton, per P. and O. steamer expected to arrive May 9, list not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer Nyanza, from Southampton, May 2.—To Yokohama: Surgeon Orton. To Shanghai: Mr. C. H. Beveridge. To Hong Kong: Mr. A. Robinson, Junr., Commander H. A. Trollope. To Singapore: Mr and Mrs. W. Hargreaves. To Ceylon: Mr. Sydney Hyde, Lieut. Westaway, Mr. J. Donnan, Captain and Mrs. Caulfield.

Per P. and O. steamer Poonah, from Marseilles, May 10.—To Yokohama: Dr. Carlo Oris, Signor P. Mazzocchi, Signor R. Berlotti, Signor Civetta. To Shanghai: Mr. H. Curjel. To Singapore: Mr. J. Murray, Mr. R. Padday, Mr. A. C. Padday. To Batavia: Mr. A. G. T. Marx. To Ceylon: Mr. E. J. Young.

From Suez.—To Hong Kong: Commander Lord Charles Scott. To Ceylon: Mr. and Mrs. A. M. Ferguson, Miss Ferguson.

Per P. and O. steamer Tanjore, from Southampton, May 16.—To Singapore: Mr. J. Anderson. To Ceylon: Mr. and Mrs. T. B. Stephen, Miss A. M. Poe, Assistant-Surgeon Bennett, M.D.

Per P. and O. steamer Delta, from Marseilles, May 24.—To Batavia: Mr. and Mrs. J. F. Kesting and two children. To Ceylon: Mr. A. Davidson.

Summary of News from the Far East.

JAPAN.

HIOGO AND OSAKA.

By this mail, which brings dates from the new ports to March 11, we have full confirmation of the telegrams already received announcing the massacre of a boat's crew belonging to the French war steamer *Dupleix*. It appears that on the 12th of March ten or eleven French sailors and one officer of that frigate, who were in a steam launch awaiting the Minister's return from a walk, landed some seven miles from Hiogo, on the Prince of Toza's territory, and were immediately shot down. The officer was found with his ears and fingers cut off, his tongue cut out, and otherwise mutilated.

A local journal says, "We regret to have to record another catastrophe, which, added to those from which the English and Americans have already suffered (we allude to the sudden death of Consul Myburgh and the upsetting of the boat which cost the lives of Admiral Bell, his flag-lieutenant and ten seamen), will cause the opening of Osaka to be remembered as a national calamity by three, at any rate, of the Treaty Powers. This time it is our French allies who are the sufferers, and instead of nature and the elements being the assailants, savage and brutal murderers have struck the blow. Several versions of the unfortunate affair are in circulation to-day, but all agree in the main point that a French officer and ten seamen have met their deaths by treachery on the part of some Japanese soldiers, said to belong to Prince Toza's retinues, and that the attack made on them was made designedly and without the slightest provocation. Rumour says that as reprisal some forty of Toza's men have been seized by the French authorities, who have given notice that if within fourteen days the actual criminals are not forthcoming, the whole of the prisoners shall be hanged at the yard arms of the French men-of-war. The Japanese Government, it is said, have expressed their horror at the unfortunate affair, and have promised all the amend it is in their power to make; but the French naturally require 'deeds not words,' and unless they promptly get the amplest satisfaction, there is very little doubt they will carry out the oath of M. Leon Roche, solemnly sworn over the bodies of his murdered countrymen, in the name of France and the Emperor, that they should be bitterly revenged."

The following letter from a correspondent at Hiogo gives further details of the sad affair, and of the funeral of the murdered ones:—"You will be very sorry to learn that a fearful tragedy has been enacted six miles from Osaka, in the bay. A boat's crew from the *Dupleix* was sent to wait for the French Consul and the captain, who were expected overland; but they were stopped by some fellows, and told they could not pass; so rather than run any risk they turned back. In the meantime the boat had been waiting for them some two hours, and the men were lounging about on the beach unarmed, when, all of a sudden, some Japanese (about 200 in number) opened fire on them, shot them down as you would shoot pigeons, killing several, and taking the wounded prisoners and putting them to death. The French authorities recovered eleven bodies, and I attended the funeral of the poor fellows this afternoon. The midshipman, who was killed, was the only one who had a revolver, and he fired off all the barrels before he was killed. All the ministers, residents, &c., attended the funeral; also officers from the different men-of-war, and the band of the *Ocean*. The captain of the *Dupleix* made an oration over the poor fellows' graves (there was no priest); he was very much excited, and told the Frenchmen to look on the graves of their shipmates and countrymen, who had been foully assassinated, murdered in cold blood; that their deaths must be revenged, or they were all cowards and not Frenchmen. The Minister, Leon Roches, spoke next; he was so cut up that he could hardly speak, and the tears choked him; in fact all the sailors present were shedding tears. He told them to have confidence in their officers and minister, and he solemnly swore over the bodies of his murdered countrymen, in the name of France and the Emperor, that they should be bitterly revenged."

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It was a most sad scene, and even the most thoughtless were much affected. There are several more men severely wounded, and I think two officers, who happened to be near in another boat. The Japanese authorities admit themselves that it was cold-blooded murder, and that there was no excuse or provocation for it. They offer to make all amends in their power. All seems quiet again now at Hiogo."

YOKOHAMA.

Dates hence are to the 16th March. The P. and O. mail of Jan. 10 arrived out on the 7th March, but was anticipated by the Pacific Mail steamer *China*, which intercepted it at Hong Kong, and reached Yokohama on the 4th March.

From Yokohama we learn that the officer of the Prince of Bizen, whose retainers came into collision with the foreigners at Kobé, was executed on the 2nd March, in the presence of a member of each Foreign Legation. The unfortunate man was allowed to commit *harakiru* first, and was then decapitated. The *Japan Times* comments very severely on this "judical murder," as it terms it, on the grounds that the first provocation was given by foreigners, a couple of insolent troopers of the French Legation guard, who persisted in attempting, what in no city of Europe they would be permitted to do, to cross the line of a procession immediately in front of the chief personage in it. The *Japan Times* winds up its remarks on this subject as follows:—"But the fact is that Japanese law has been violently wrested to satisfy the wounded dignity of a mushroom minister. It is not the first time that we have had reason to write thus indignantly; we trust that it will be the last that such notice will be taken of this crime—this error—in the English House of Commons as will make it the last. Sir Harry Parkes has stained the British name." The *Japan Times* adds a great deal more to the same effect, but public opinion seems to endorse the reparation exacted.

Mr. Satow, of the British Legation, has returned from Kioto, leaving Dr. Willis still in that city attending to the wounded. Osaka is reported as quiet, and presenting much the same appearance as before the troubles. The Custom-house at Hiogo has been officially notified as reopened for the transaction of business, but the U.S. Consul has stated his intention of not recognising its existence until more satisfactory assurances than have yet reached him are made that the new Government will carry the treaties into effect.

The *Japan Times* says, "The civil war is virtually over, and the northern Daimios, without a head and divided in opinion among themselves, will submit to the new regime without a struggle. Stotsbashi has finally retired from public life, has announced to the Mikado that he is become inkio and, shut up in the Ooyeno, one of the cemeteries of the Shiogoons in Yedo, awaits the further orders of his Imperial master. The Gorojiu is disssolved, and its members gone no one knows whither. The only representative of the late Cabinet is the Minister of the Interior, who reports himself sick, and will see no envoy from the Foreign Legations. The French and English missions of military and naval instruction are both withdrawn from Yedo, and, until the arrival of the foreign ministers and the assumption of the native executive government by the Mikado's officers, diplomatic relations with Yedo are suspended. The Prince of Kiishiu, on whom, when we last wrote, the hopes of the northern party appeared to centre, has declared for the other side; Aidzu is proclaimed an outlaw, and his neighbour, Sendai, is under orders to confiscate his territory; other northern chiefs, conspicuous in the late unsuccessful attack upon Kioto, are also named rebels and placed under the ban. Throughout the south the adherents of the extinct Shiogoonate are submitting to fate and the Imperial Standard; and unity among themselves and a show of moderation towards the vanquished are only wanted now to consolidate the power of the southern Daimios and settle permanently the constitutional rule of the Mikado. We have to hope that, having accepted in their entirety the treaties made in error with his subordinate officer, the Emperor will carry them out—not grudgingly, or in the letter only, as has hitherto been done—but in the spirit and with a desire to increase the power and wealth of his empire by the teaching of foreign civilisation and the enterprise of foreign commerce."

Yedo is quiet, and daily assuming a more deserted appearance; but disbanded soldiers are doing mischief in the surrounding country. We hear of a body of some seven hundred having mutinied, killed their officers, and, divesting themselves of European arms and accoutrements, spreading themselves over the Hatchoji district, where they are giving a good deal of trouble. In Yokohama we remain in perfect quiet and security, and have enough to do in buying the silk which is being hurried down from the interior rather faster than usual, holders being anxious to realise in such uncertain political weather.

NAGASAKI.

From this port we have advices to the 16th March. The news of the outrage at Hiogo had caused great excitement at Nagasaki, where H.I.M.'s ship *Forfait* kept up steam, with the intention of preventing any Japanese vessels from leaving the harbour. Foreigners after dark objected to leaving their houses, and even in the day-time went about armed and in parties. A great number of unemployed Japanese soldiers were loafing about the place, apparently bent on mischief, and a short time since a French officer had to beat a forced retreat for a distance of about four miles, closely followed by armed natives.

A Nagasaki correspondent, under date 28th February, says: "The gunboats *Eugenie* and *Hinda* have been sold, the former to Hizen, and the latter to Chiosiu, for something like 100,000 to 110,600 dols. each. The trade in fire-arms still continues, notwithstanding the ministers' prohibition.

CHINA.

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TIENTSIN.

The rebel news from Tientsin has occasioned some anxiety of late, chiefly in consequence of rumours running counter to telegrams. The dates by this mail are to the 11th March, and the intelligence is to the effect that the disturbances had so far disorganised business that steamers from Shanghai with cargoes of cotton goods could not land them. This state of things, however, we must conclude had ceased, for the telegram of the 19th March, which we published in our issue of 6th April, announced that the rebels had been defeated and dispersed. This telegram was eight days later than the present mail, and as telegrams from Tientsin now reach to the 6th April, we may conclude that with their defeat the business in imports would be resumed, but no doubt on a small scale only.

It will be remembered that we mentioned in a late issue that Li had been directed to turn his arms against the Mahomedan rebels of the north-west, who were threatening an invasion of Shanse. This invasion has now actually taken place, and, as usual, found the Imperialists unprepared. The Mahomedans seem to have concluded an alliance with the Honan Nienfei, and burst across Shanse into Chihli at the same time that the latter entered these provinces from the South. Frequent engagements have taken place between them and the Imperialists, who have been quite unable hitherto to overcome them. Large bodies of troops, however, are being massed, and we shall probably hear of a more decisive engagement before long. An Imperial edict has disgraced several high officers for not preventing the irruption. The foreign residents at Tientsin have formed themselves into a volunteer corps for the defence of the settlement, in case of emergency; and the ramparts of the city are being put in order. As the Imperialist forces are between Tientsin and Paou-ting, which is the rebel head-quarters, no immediate danger seems to threaten the former. It would be well however that some further protection should be given to foreign residents there, besides the solitary gun-boat on which they now rely. In the meantime, the new outbreak is seriously affecting trade, as communications with the interior are cut off; and the Chinese, partly from panic, partly because there is no outlet for their goods, are shipping them away from Tientsin to Chefoo and Newchwang, and intend directing new shipments from hence to those ports. Nothing in this news affects the accuracy of our intelligence regarding the defeat, by Li, of the Shantung Nienfei. On the contrary, it fully confirms our previous information.

The Tientsin Arsenal is to be at the Hai-quang-sze, Tientsin and Mr. Taylor, the engineer in charge, has made good progress with the works intended to be erected. Canton workmen are at present employed making lance heads, after the English regulation pattern; said lances to be used by the Chinese cavalry (about 500), at present drilling in Tientsin under the command of Major Brown, assisted by two foreign drill instructors of experience. The regular work of the arsenal, the making of large guns, will be commenced about the end of March, the machinery in course of erection being nearly completed. His Excellency Chung-H'ou pays frequent visits to the works, and the Chinese take a great interest in the machinery.

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Peking coals only will be used for foundry purposes at this arsenal. It is anticipated that this establishment will be the means of influencing the Chinese in Peking to a greater regard for the value of foreign machinery, and will also be a step towards the working of the valuable coal-fields in Si-shan.

HANKOW.

A Hankow correspondent writes :—"I am happy to be able to state that the reports circulated as to the losses that foreigners were likely to sustain through the suspension of the Haequan Bank were much exaggerated. The Tauotai, I am informed on good authority, told the Consuls that the total liabilities of the bank were taels 90,000, of which taels 40,000 were due to the Government and a like sum to foreigners. Part of the latter amount will, I believe, be recovered from the persons who paid the orders into foreign hands. It appears that the bank was established by the late Viceroy, who granted a licence to fictitious persons, that the two late Taoutais, now in high office at Woochang, appropriated the profits of the establishment, and now that it has got into difficulties ignore all responsibility." We had heard the losses to foreigners fixed at 40,000 dols., which is less than the amount mentioned by our correspondent. We are glad to learn that Mr. T. T. Cooper had reached Chunking, on the Upper Yangtze, on the 13th February. This city is near the centre of Szechuen, and not far from the capital, Ching-tu, for which he was making. He has changed his intention of crossing the Snowy Mountains at Li-chiang, and intends to attempt them one hundred and fifty miles further to the northward. This will take him into the southern portion of Thibet, and will not, we fear, lessen the difficulty of his journey. A programme of the Spring Race Meeting has been published, comprising two days' sport, with six events on each day. An unusual number of Griffins are said to have been purchased for the occasion. An attempt has been made to rob the iron-work of the Cemetery. The Consular constable was wounded by the thieves, who escaped.

A report of the case of John Mackellar, bankrupt, appears in the *Hankow Times* of the 7th March. Mr. Mackellar read out to the Court various correspondence showing that he had not contributed or approved of the reckless trading of the firm. No opposition being made to the grant of discharge, and no notice of appeal being filed, the Court ordered the issue of the discharge unconditionally, and in handing the discharge to the bankrupt, Mr. Medhurst (the Consul) expressed himself as satisfied that Mr. Mackellar had entirely vindicated his character from the charges of reckless and irregular trading which had been brought against the firm generally.

The following paragraph announces a curious literary "strike" at Hankow :—The Sheaw-kan candidates for the "little-go", of the B.A. degree, have beaten the district magistrate of that place, and refused to sit at their examinations. This last is called *pa kaw*, or the literary "strike," by which the matriculating or graduating students express from time to time their sense of disapprobation of some offending mandarin, whose connection with their examination they thus indignantly resent. It appears that in addition to minor offences against the Confucian code, this blue-buttoned officer has been a kind of Bluebeard, having ill-treated his former wife and married another, more equal in rank and condition. He is of the military school, like the majority of the present holders of civil offices. Between such and the literary body there is perpetual feud and fight, in resentment of this usurpation of offices primarily the reward of literary excellence.

SHANGHAI.

Dates by this opportunity are down to the 18th March. The outward mail of January 17 arrived on the 15th March, and that of the 27th on the 15th. Telegrams via Kiachta had been received up to February 19.

At a meeting of shareholders of the China Fire Insurance Company, the minutes of the previous meetings were confirmed, and the report and accounts submitted by the directors accepted. Messrs. Iveson, Probst, Cunningham, Hayes, Bell, and J. T. Brand, were elected directors for the ensuing year. At the request of Mr. Lavers, a letter asking the directors to call a special meeting for the 7th April—for the purpose of considering whether it might be desirable to terminate the business of the company—was read. The chairman announced that the directors had resolved that no more risks should be taken in the meantime in Hong Kong, Foochow or Japan, and their action was approved. Mr. Carter proposed an amendment, that business should be stopped altogether, but the chairman declined to put it to the meeting, on the plea that it amounted to winding up the company, which the present meeting had not power to do.

The poll for municipal councillors for the ensuing year has resulted in the election of Messrs. Cunningham, Probst, Michie, Baker, Maccall, and Yates.

We presume the municipal accounts are now being made up for the past year, and trust a resolution passed at the last meeting—to the effect that tls. 2,000 should be set aside annually towards erecting a free bridge over the Soochow creek, will not be forgotten.

We are sorry to hear that the Inspector General of Customs has ordered the discontinuance of the monthly returns of trade at the treaty ports. These have been much appreciated, and will be much missed. It is not improbable, we hear, that quarterly returns will be substituted.

From a rough calculation lately made, it appears that the import of Grey Shirtings from England and Hong Kong, taken from 6th December, 1867 (at which time the stock in Shanghai was reduced to a mere bagatelle), was about 1,380,500 pieces. The re-exports from 6th December, 1867 to 3rd March, 1868, were about 637,250 pieces, and the local deliveries about 85,000, leaving an estimated stock in all hands on the 5th inst. of 658,250 pieces. The above statistics include the estimated cargoes of the *Magellan*, *Tailsing* and *Aurora Australis*, and are, of course, open to correction. It is believed that of the present stock the greater portion is in second hands.

The leading topic of interest was the approach of the Nienfei to Tientsin, which is noticed under that head. The *North China Herald* has the following items of news :—

Mr. G. F. Seward, U.S. Consul General, has returned to Shanghai and resumed charge of his office.

The entries for the Shanghai Derby closed with thirty-four subscribers, or six less than last year.

The Taotai has caused vaccination-halls to be opened in the Tea Gardens, at which Chinese children are inoculated gratis on the afternoon of every third day.

Prices for Griffins are certainly not on the decline, for at a recent sale one pony realised tls. 220, another tls. 125, a third tls. 110, whilst six or seven others were sold at prices ranging from tls. 60 to 100.

The Bishop of Victoria has lately been visiting Ningpo and Hangchow, and is enthusiastic on the subject of missionary success in those neighbourhoods. He is anxious to get funds to build a church at Kwun-hoe-we, a city in the San-poh plain near Ningpo.

A Chefoo correspondent writes :—"One good effect of the Mahommedan irruption has already been to start any amount of goods inland, *via* Chefoo, which would otherwise have gone from Tientsin. By the way, has it ever come out from what source the salary of the Chinese Embassy is to be paid? Is it true that, like everything else except lighthouses, it is to come out of tonnage dues?"

HONG KONG.

Dates by this mail reach to the 25th March. The outward mails of 10th February arrived on the 21st March, with telegrams to 28th Feb. The French mail was to leave on the 31st March, and may be expected in London on the 6th inst. The news by the present mail is very meagre. The census for 1867 shows an increase of 2,373, the total being 117,471 souls.

The Postmaster-General's report for 1867 shows a colonial revenue of $51,865.63 ; excess over previous year from all sources, $1,575.32. From the returns appended it appears that during the year 1867 great improvements have taken place in the arrival of the British contract mails, and that 19 mails have arrived before their due date, one on its due date, and only four arrived after they were due here ; and that 41 days were gained on the voyage and 12 lost in the transmission of the mails via Southampton, and 42 days were gained and 10 lost in the transmission of those via Marseilles, against 31 days gained and 25 lost in the year 1866 ; and that the quickest time in which a mail was brought from London to Hong Kong via Marseilles was 38 days, against 37 in 1866. The most important subject to which the report refers is the announcement that arrangements are in progress to fit up the packets running between Singapore and Hong Kong, and Hong Kong and Shanghai, with the necessary appliances to admit of the mails being sorted on board the packets.

A somewhat queer story, says the *China Mail*, reaches us

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from the Kowloong side of the water, and one which, if true, will materially affect the opium trade. It is confidently asserted by the Chinese of that not very important part of the empire that the Governor-General of Kwantung has, aided by the Consular authorities at Canton, obtained the permission of the Colonial Government to establish a Custom-house at British Kowloong, by way of enforcing the payment of duty on the opium which finds its way by this channel into China. It is further stated that his Excellency has promised his aid to the Chinese authorities in the prevention of smuggling. We do not of course believe that any permission to establish a Chinese Custom-house in British Kowloong has been or will be granted by the Colonial Government. If the Chinese choose to establish fifty Custom-houses on the Chinese side of the boundary line we do not know of any regulations which will prevent their doing so. The only reason for attaching any importance to the rumour we have noticed is the very persistent manner in which the Chinese assert the truth of their version of the case. It is highly desirable that some authentic information on the subject should be forthcoming.

The same paper says :—" It is with no small gratification we record that amongst the various designs submitted for the Hong Kong Challenge Cup that which has been selected is the result of local enterprise. Eight patterns were, we believe, sent in, four being from the celebrated Hancock, two from another English house, and two from the establishment of Mr. Falconer. It is to one of these latter that the palm has been awarded, the design being by an English artist, Mr. Armstead, and the subject the 'Battle of Ashdune,' at which King Ethelred inflicted so decided a defeat upon the Danish leader Bagsig. The other and rejected design by the same artist represents 'St. George returning after slaying the Dragon,' and would most probably have been preferred had there not been a cup already in existence, consisting of a somewhat similar group. Much credit is due to Mr. Falconer for the trouble he has taken, the more so as the carrying out of the design selected is not likely to be attended with any pecuniary profit. The drawing has been photographed by Mr. Floyd, to avoid the danger of its being lost or spoilt. It is rumoured that some of the designs to be presented to competition will be Chinese in character ; but of this we cannot speak positively."

The troop steamship *Tamar* arrived at Hong Kong on the 12th March, with the 1st battalion 10th Regiment from the Cape. There are altogether 27 officers and 652 non-commissioned officers and men, 64 women, 103 children, and five horses. The following are the list of officers of the 10th Regiments on board :—Colonel Normane, C.B., Major Crow, V.C., Captains Battye, Barnet, Carleton, Strong, Fraser, and Denny ; Lieutenants Scott, Robertson, Malard, Armstrong, Blake, Huntley, Orton, Hood, Lang, Hinxman ; Ensigns Hodgson, Elliot, Evans, Tottenham, and Dale. Paymaster J. Murphy, Lieutenant and Adjutant Helme ; Assistant Surgeons Scanlan and Purcel. She brings also the following naval supernumeraries : Midshipman Treffry, Navigating Midshipmen Rowton and Roach. Capt. Sweeney, of the 32nd Regiment, being on leave, also made the passage up from Mauritius for the benefit of his health. There were four births and five deaths on board, the latter being four children and one private 10th Regiment at Singapore.

The *China Punch* of March 19 contains an amusing skit on the return of Mr. Pollard ; the Chief Justice is in the distance with open arms ready to perform the father's part in the parable of the Prodigal's Return.

In the form of a neat pamphlet, printed at the *Daily Press* office, we have received a " Report of the Trial of the Acting Attorney-General *versus* Robert Grant Webster, known as The Praya Case."

A special meeting of the Chamber of Commerce was held on the 17th March to discuss the provisions of the Stamp Act, and for the purpose of suggesting such amendments as might be considered necessary.

The Hon. P. Ryrie, who presided, proceeded to explain the objects of the meeting. Every one knew, no doubt to their cost, the inequalities that had been found to exist in the present schedule attached to the ordinance. The Governor had become convinced of this, as experience was gained in the practical working of the ordinance, especially as to the imperfect nature of the schedule, and accordingly had placed the matter in the hands of a commission, with the view of having it thoroughly revised and its imperfections sifted, as also with the idea of getting more generally the views of the mercantile community upon any alteration and amendments that might be considered desirable. A very material reduction was suggested by the commission on the present tax on bills of exchange, but that in order to make up any loss that might thereby ensue to the required amount of revenue necessary to be raised, viz., 110,000 dollars, it had been thought advisable to make some additions to the present schedule in the items or documents to be taxed. These proposed additions he would now proceed to read. First, a small tax on average statement. Second, a small adhesive stamp to godown orders. Third, an impressed stamp of two cents on all bank cheques. Fourth, an adhesive stamp of say 10 cents on inward bills of lading (several present said such a thing was quite unknown in any part of the world). Fifth, on treasure bills of lading to ports out of China the same stamp as upon bills of exchange. (Renewed laughter.) Sixth, on policies of insurance a tax of about 10 cents for every thousand. (Prolonged laughter.) These were only the additions that had been proposed, in view of the reduction of the tax on bills of exchange, but if it was the opinion of the Chamber that the very large tax now imposed on bills should remain, well and good, but it had been very generally understood that this had been found to be burdensome, especially in the case of those drawing for small amounts. The generally expressed feeling heretofore had certainly been that the present rate was most unequal, therefore a modification had been very thoroughly considered by the commission.

Mr. Kaye then proposed, " That the duty in the schedule on bills of exchange be allowed to stand as it is, but that all drafts on demand, irrespective of amount, and bills of exchange otherwise drawn for sums not exceeding 500 dols., be subject to a duty of two or three cents only." This resolution being carried by a majority of nine, Mr. Rowlett proposed the following, which was seconded by Mr. Macaulay and unanimously carried : —" That the only alteration which is desirable in the clause referring to bills of lading, is that the words " or acknowledgment of or for any goods or effects to be expected," be omitted, and the opinion of this chamber is entirely against any stamp on inward bills of lading, or to an *ad valorem* stamp on bills of lading for treasure to ports out of China."

Section 16, relating to letters of hypothecation, was next brought under consideration. Mr. Delbanco said he thought it was useless to say much on this subject, and he thought the small amount of revenue that had already been collected under this head was argument sufficient in support of the following proposition :—" This meeting is of opinion that the present tax is too strong, and that even in the interests of the revenue it ought to be reduced to $1 per letter." This resolution was also passed.

A resolution was then passed recommending the entire abolition of duty upon bank notes as was also one to the effect " That the Chamber think it ought to be conceded to the public to have documents stamped without fine for fourteen days after their date, as is done elsewhere."

The final resolution passed was as follows :—" That the revenue from stamps being sufficient for the requirements of the Government, it is undesirable to impose taxes on any other documents than those mentioned in the present schedule ; should, however, the alterations suggested by the Chamber affect the revenue, a small tax, say 10 cents each, on policies of insurance would be the least objectionable." Messrs. Helland, Duncanson, Jackson, and Macaulay were then deputed by the Chamber to wait upon the Stamp Committee, with a view of furnishing them with any further information they may require on the reference to this meeting.

A tabular statement was circulated at the meeting, showing the total amount of revenue derived from stamps from the opening of the Stamp-office to the 29th February. From this it appeared that $17,132 were from bills of exchange, $4,454 from bills of lading, $1,709 from charter parties, $1,240 from transfers, and $1,241 from letters of hypothecation, with other items, showing a total revenue of $40,322.80.

BORNEO.

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LABUAN.

A private letter received from Labuan, and dated the 22nd February, gives the following information :—

A grand *fete* and *dejeuner*, followed by an evening party, was given at the Government-house to commemorate the twenty-first anniversary of the colony. Europeans and natives sat side by side, without any distinction, and a number of local prisoners had their sentences remitted on account of the event. The 4th February was the day appointed for the marriage of his Excellency Governor J. Pope Hennessy with the only daughter of Hugh Low, Esq., the Colonial Treasurer. After the breakfast, which took place at the house of the bride's father, his Excellency the Governor and Mrs. Hennessy started in H.M.S. *Severn* for Brunner. His Excellency has made himself exceedingly popular, considering his short sojourn there, and is universally liked by all who know him. He has purchased the islands of Pappan, Burong, Usukan, and Kuranan. A paper has been started entitled the *Labuan Gazette*, but it is obliged to be printed in Singapore, which necessarily causes considerable delay. Matters are still very unsettled at Coal Point, and the steamer *Mona* is still under padlock at Singapore ; but the steamer *Royalist* runs between Labuan and Singapore via Sarawack.

STRAITS SETTLEMENTS.

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SINGAPORE.

From this port we have advices to April 1 ; the Outward Mail of Feb. 26 was delivered on the previous day. The *Straits Times Overland Journal* of April 1 gives the following summary of news :—

A telegraph to Penang has been projected and proposed to Government by a private firm here. The Government have the scheme under consideration.

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There have been three fires. The first was in Flint-street, in the godown of Messrs. Virgin and Co., ship-chandlers, on the night of the 22nd March. It was discovered early, and extinguished before it had time to spread. Messrs. Virgin and Co's. stock, however, was all more or less damaged, but was covered in the Lancashire Fire Insurance Company for $12,000. Another fire broke out at Sandy Point on the 25th March, and proved a most disastrous one. All the timber, and ship-building yards there, with a good number of native houses, were completely destroyed. Fortunately, no lives are known to be lost, although two natives are reported missing. The loss of property has been estimated at $150,000. Messrs. Robertson and Milne, Ah Chong and Co., and the Patent Slip Dock Company are the principal sufferers. Another fire broke out the same day in some native houses in Sirangoon-road, but only one house was burnt, owing to the timely arrival of the fire-engine.

A special criminal session was held by the Chief Justice on the 26th March to try over again the *Navarino* case, resulting after a two days' sitting in the acquittal and discharge from custody of Captain James Young.

The new treaty with the Rajah of Quedah, rectifying his frontier with province Wellesley, is reported to have been ratified on the 21st March, but its text has not been published.

The sentence of death on the convicts belonging to the Toh-Peh-Kong Society in Penang has been commuted into transportation for seven years.

The half-yearly general meeting of the shareholders of the Tanjong Pagar Dock Company (Limited) was held on the 19th March, when the directors' report was approved, accounts passed, and a further issue of $150,000 debenture bonds, at 10 per cent. interest, and redeemable in three years, was sanctioned.

The Quarterly Criminal Sessions will be opened on the 9th April. Immediately after, the powder hulk question will be submitted for legal decision. Notices of two actions have been given to the owners of the sunk hulk, the *Princess Royal*, and to the owners of the *Statesman*, and counsel have been retained on both sides.

The British steamer *Agamemnon*, Captain Middleton, from Liverpool with dates to the 17th January, having called at the Mauritius and Penang, arrived at Tanjong Paggar on the 27th March. She brought 1,678 tons of cargo for Hong Kong, and 753 packages merchandise for Singapore. We are informed that the Dutch steamer *Prins von Orange* has been sold for the sum of $25,000 to an enterprising Chinese firm here, owners of the *Fair Malacca*, who intend running her between this port and Penang.

THE STRAITS SETTLEMENTS ASSOCIATION.

The Chamber of Commerce, after due consideration of a communication from the chairman of the London Straits Association inviting their co-operation, resolved that it was beyond their sphere, as a body, to be concerned in any political action. A public meeting was however called on the 28th of March, and a similar association called the "Straits Settlements Association" has been formed for the purpose of corresponding with, and supporting, the Home society.

The meeting above alluded to was held in the Exchange Rooms and was presided over by A. T. Carmichael, Esq. The following resolutions were passed :—

1. That an association be formed to co-operate with the Straits Settlements Association in London in the objects set forth in the minutes of their proceedings at a meeting held in London on the 31st January, 1868.

2. That the inhabitants of Penang and Malacca be invited to form branch associations, with the object of acting in concert with that of Singapore.

3. That the association shall consist of all those now present and of such other gentlemen interested in the prosperity of the Settlement who may desire to join.

4. That the Association should act through a chairman and deputy-chairman, with a committee of seven members, and that four members of the committee, together with the chairman or deputy-chairman, shall form a quorum.

5 That the committee shall have power to fill up vacancies in their body, subject to the approval of the first general meeting thereafter.

6. That a subscription of five dollars shall be paid to cover preliminary and current expenses, and a further subscription when necessary, as called for by the committee.

These resolutions having been passed unanimously, the election by vote of officers of the association was proceeded with—resulting as follows :—

Chairman—A. T. Carmichael, Esq. Deputy—H. W. Wood, Esq. Committee—Messrs. G. Lipscombe, F. von der Heyde, R. Baker, James Watson, H. Reme, J. Young, and J. S. Atchison.

REUTER'S TELEGRAMS.

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RECEIVED VIA GALLE, APRIL 23.

SHANGHAI, March 27.

Intelligence from Japan announces that the affair of the assassination of French sailors at Osaca was likely to be arranged. The Japanese Government would pay an indemnity.

Stotsbashi had formally retired, and everything was quiet.

COMMERCIAL.

Grey shirtings, 6¼ catty, 2¼ taels.

Cotton, 17 taels.

Tea—Congou, limited business.

Silk (common), 10 taels lower; No. 3 Tsatlee, 560. Settlements in fortnight, 2,400 bales; export to date, 52,000 bales; exchange on London, 5s. 9d.

HONG KONG, March 31.

Grey shirtings, 6¼ catty, $3.

Water twist, 16-24, $117½; cotton, $17.

Tea season closed. Total export, 113,000,000 lb.

Exchange on London, 4s. 3¼d.

RECEIVED VIA GALLE, APRIL 29.

HONG KONG, April 7.

Intelligence from Japan announces that the British Minister, Sir Harry Parkes had paid a visit to the Mikado, by whom he was favourably received. On his return he was attacked by a body of Japanese, and some of his escort were wounded. Three of the assailants were captured.

COMMERCIAL.

SHANGHAI, April 2.

Grey shirtings, 6½; catty, 2·30 taels; cotton, 17½. Tea season closed. Silks moderate business; settlements in fortnight, 2,200; export to date, 53,125; stock, 300. Exchange on London, 5s. 10½d.

HONG KONG, April 7.

Grey shirtings, 6½; catty, $2·90; water twist, 16-24, $117; cotton, $17. Tea unchanged. Total export, 115,000,000 lbs. Exchange on London, 4s. 3½d.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BROOKE—On the 12th March, at Rangoon, British Burmah, the wife of William Brooke, Esq., of a son.

BOWRA—On the 26th Feb., at Ningpo, China, the wife of E. C. Bowra, Esq., Commissioner of Customs, of a daughter.

CAMERON—On the 18th April, at Westbourne-park, Bayswater, the wife of John Cameron, Esq., of Singapore, of a daughter.

COUPER—On the 27th April, Mrs. J. C. Couper, Craigebuckler, Aberdeenshire, of a daughter, stillborn.

CROCKETT—On the 22nd April, at Singapore, the wife of J. F. Crockett, Esq., of a son.

DICKINSON—On the 17th March, at Shanghai, the wife of Henry Dickinson, of a daughter.

FINDLAY—On the 26th April, at Hermand, Mid-Lothian, the wife of James Findlay, Esq., of a son.

HUFFAM—On the 23rd March, at Hong Kong, the wife of F. S. Huffam, Esq., of a daughter.

HUTH—On the 18th April, at 4, Granville-place, Portman-square, the wife of Ferdinand M. Huth, Esq., of a daughter.

SUTHERLAND—On the 18th April, at 40, Kildare-terrace, Westbourne-park, the wife of Henry Holmes Sutherland, Esq., of Calcutta, of a daughter.

MARRIAGES.

DUGDALE—BROOKS.—On the 22nd April, at Ambleside Church, by the Rev. C. D. Bell, incumbent, James T. Dugdale, Esq., youngest son of James Dugdale, Esq., of Burnley, Lancashire, and Crathorne, Yorkshire, to Alice, eldest daughter of the late John Brooks, Esq., of Wanlass How, Westmoreland, and of Crawshaw Hall, Lancashire. No cards.

SQUINCE—HANSARD.—On the 9th April, at St. Matthew's Church, Oakley-square, by the Rev. Mr. Phillips, John Abbot Squince, of Upper Norwood, to Susanna Martha Hansard, only daughter of the late William Sheffield Hansard, Albert-street, Regent's-park.

SUMMERS—HADLEY.—On the 14th April, at East Sutton, by the Rev Edgar Summers, brother of the bridegroom, the Rev. Walter Summers to Marian, only child of William Robert Hadley, Esq., of Chartway-place, East Sutton, Kent.

TUCKER—FULLER.—On the 13th March, at Shanghai, in the presence of W. P. Mangum, Esq., U.S. Consul, William K. Tucker, of Brooklyn, U.S. of America, to Annie E. Fuller, of Chatham, England.

WEBB—KNEVITT.—On the 3rd April, at Passaic, New Jersey, United States, Mr. John M. Webb, of New York, to Amelia A., youngest daughter of the late Lieut. Thomas L. Knevitt, R.N. No cards.

DEATHS.

BECKWITH—On the 21st April, at Camberwell, Joseph Henry Beckwith, late of Hong Kong, eldest son of Henry Beckwith, Esq., of Brooklyn, New York, in his 54th, year.

CAUNTER—On the 12th April, at No. 25, Howard-place, Edinburgh, Robert Caunter, son of the late Richard Caunter, of Penang. Friends will please accept this intimation.

DOWNIE—On the 10th April, at Hong Kong, James Downie, Master of the Chinaman.

HOLMES—On the 1st March, at Chefoo, Walter, infant son of M. G. and L. D. Holmes, aged 10 months and 25 days.

HUME—On the 9th March, at Yokohama, Thomas Hume, a native of Berwick-on-Tweed in the 43rd year of his age.

REID—On the 17th April, at Oakfield, Erith, Kent, Robert Reid, in his 72nd year. Friends will kindly accept this intimation.

WALKINSHAW—On the 16th April, at Linton Villa, Uplands, Swansea, James Walkinshaw, Esq., of Argyle-road, Kensington.

Commercial Report.

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CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The business of the fortnight had shown no improvement whatever; a dull, dragging market, with scarcely any inquiry, had caused a further fall in prices. Grey Shirtings were difficult of sale at reduced quotations, and Yarn, even at extremely low rates, met with but little inquiry. Black Velvets and Blankets continued in some demand, but at easier rates. All other goods were unsaleable. The quotations were :—G. E. Grey Shirtings: 7 lbs. 38½ yds. 39 in., $2.40 to 2.50 per piece; 8 lbs. 4 to 8 lbs. 8 ditto, $3 to 3.10; 9 lbs. ditto 44 in., $3 45 to 3.55. G. E. White Shirtings: 56 to 60 reed 40 yds. 56 in., $3.30 to 3.60; 64 to 72 reed ditto, $3.70 to 4.10. T-Cloths: 6 lbs. to 7 lbs., $1.90 to 2.15. Cotton Yarn: Nos. 16 to 24, $40 to 41 per picul; 28 to 32, $47 to 50; 38 to 42, $40 to 42.

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SHANGHAI.—Just after the departure of last mail advices were received from Tientsin of the approach of a large body of rebels, establishing a panic among the natives; this intelligence quite paralised the market, and caused a marked decline in the value of 8¼ lb. Grey Shirtings, which at one time could not have been sold at higher than tls. 2.1.1 to 2.1.6 per piece. Subsequent accounts having proved more favourable, a strong reaction had taken place, and the value of the above goods had advanced to tls. 2.1.6 to 2.2.3 per piece; 7 lbs. had remained steady at last mails' quotations. The firmness of holders had been strengthened by the favourable nature of the latest telegrams from England. White Shirtings had met with fair enquiry. T-Cloths, principally best makes, of 7 lbs. weight, had been wanted at former rates. Fancy goods had been sparingly dealt in. Woollens: Spanish Stripes, Medium, Broad and Habit Cloths, had continued neglected. Camlets had been in very little enquiry. Long Ells had been bartered to a fair extent against produce. Lastings had not been wanted. Metals.—Flat and Round Iron had been neglected. For Nail Rod the deandhad been slack, and prices had weakened. Hoop and Pig had been very depressed. Lead in good demand. Tin Plates, Steel, and Quicksilver have been dull of sale. Coals.—The market had remained unaltered for Cardiff Coals, part cargoes of which, *via* Hamburg and *via* London, had been sold at 10.7.5 to 11 taels per ton. English and North Wales without demand; sales of the latter kind had been made at 10.5 taels per ton from ship. Anthracite sold to arrive at 12.7.5 taels. Australian: Sydney kinds in fair demand. Arrivals from Newcastle without transactions. Japan: Sales of the very best kinds at 7.9 taels per ton from ship. Formosa without arrivals. Arrivals: 2,986 tons from Great Britain, 1,422 tons from Australia, and 1,340 tons from Japan; in all 5,748.

HONG KONG.—Demand fairly active, but values only slightly improved, the large stock militating against any marked or rapid advance. Piece Goods: Favourable advices from Manchester led to increased firmness on the part of holders, but buyers showed little disposition to respond. Increased business had, however, since been done in Grey and White Shirtings and T-Cloths at enhanced values, but the markel was weak at the close, many holders being anxious to realise. Drills and Fancy Cottons were not inquired for. Quotations for American manufactures quite nominal. Those by the John Norman had not been placed on offer, and would probably go on to Shanghai. Woollens: Blankets were still wanted at higher rates and Dutch Camlets firm, but in all other descriptions we quote a slight decline, and holders generally were quite willing to meet the market Metals: Iron finds more favour, and Nail Rod was a little dearer. Lead in demand, and prices show a material advance. Tin scarce, wanted, and dearer. Tin Plates a shade higher. Quicksilver showed further depreciation in value. Coal: One cargo of English had arrived to consumers, and one of Sydney—500 tons—which found a buyer at $12 ex ship. A sale of 300 tons English had been made at $13.50 to 13.75 ex godown, and over $13 and $14 ex ship, could not be had for English and Welsh respectively. Quotations:—Cotton Yarn per picul, No. 16 to 24, $112.50 to 122.50; No. 28 to 32, $140 to 145; No. 38 to 42, $145 to 150; Shirtings grey, 7 lbs. piece, $2.30 to 2.35; 8.4 lbs., $29 to 3; 9.10 to 9.12 lbs., $3.50 to 3.75; Shirting white, 52 to 56 reed, $2.20 to 2.40; 64 to 66 reed, $2.80 to 3; 68 to 72 reed, $3.40 to 3.60; T-Cloths, 6 lbs., 32 in., $1.90 to 2; 7 lbs., $2.20 to 2.40; 8 lbs., 36 in., $2.85 to 2.95; Camlets, S, $18 to 19; SS, $16; BBB, $21 to 22; Dutch, $25 to 26.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The market had been rather brisk, and operations had been on a larger scale than usual; as much as 2,000 piculs had been settled, including a portion of the shipments per P.M.S.S. Co.'s steamer China for San Francisco. The whole of these settlements had been made for the American market, and despite of the discouraging advices from the home side, prices had ruled steadily as last quoted, and the market closed firm. Arrivals not having been very large, stocks were computed to be not more than 3,000 piculs, consisting principally of medium and good medium grades, common and finest leaf being scarce. The quotations were:—Common, $17 per picul; Good Common, $18 to 22 per picul; Medium, $22 to 25 per picul; Good Medium, $25 to 28 per picul; Fine, $29 to 31 per picul; Finest, $32 to 35 per picul; Choice, $36 to 44 per picul.

SHANGHAI.—Black: Transactions since the departure of the last English mail had been quite unimportant, and no new feature had presented itself in the market. Supplies had been very trivial, and the stock was slightly reduced. The purchases consist of six small chops of Ningchow and one of Hohow. Prices show no quotable alteration, but they were perhaps a shade weaker. Settlements for the fortnight, 1,350 chests; reshipment on owners' account, nil; stock, 15 chops, or 2,800 packages. Quotations, duty paid, exchange for credits, at 5s. 9½d. per tael, and freight at £3 per ton. Common Hohow, 1s. 0¼d.; common to fair Ningchow, 1s. 1¼d. to 1s. 3½d. Green: A small business had been transacted, principally on American account. Prices of common descriptions were a little easier, but one or two chops of better quality had been taken at very full rates. Shanghai-packed tea had been bought at 28½ taels to 30½, and Fychow and Moyune at 30 taels to 42½. The stock was rather reduced, and supplies for this season had nearly finished. The range of price was many taels over what it was at the fall of last year. Settlements for the fortnight, 4,950 half-chests. Reshipments on owners' account, nil. Stock, 9 chops, or 3,600 packages.

CANTON.—There is no change to advise, only a few trifling settlements of Canton-made Teas having taken place at about former rates. Some small quantities of the new season's leaf are reported to have been taken in the country for native consumption at an advance of 2 taels over last year's prices. Little idea, however, can be formed of what the opening rates will be for the coming season. Settlements are reported as under:—Canton District Congou, 450 half-chests at 18 taels; Scented Orange Pekoe, 2,200 boxes at taels 14.50 to 18; Scented Caper, 1,000 boxes at 11.75 taels; Canton Gunpowder, 500 boxes at 18 taels.

SILK.

YOKOHAMA.—A steady business continued, and the demand for finer sorts had kept prices firm. In medium and inferior kinds we notice a weakness, these being in less request; but we have no sufficient reason for changing our last quotations. A noticeable feature had been the free supply of Oshius, which had corresponded with the demand for this class of silk. Nearly half of both arrivals and settlements had been from the Oshiu districts. Settlements are difficult to compute, quite half of the silk submitted for inspection having been rejected. They may safely, however, be figured at 400 piculs. Arrivals were about the same, so that stocks remain as last quoted—500 piculs. The quotations (laid down in London at exchange 4s. 3¼d.) were:—Mybash and Sinshu: Extra, 36s. 1d.; best, 32s. 4d. to 34s. 2d.; medium, 30s. 4d. to 31s. 10d.; inferior, 25s. 10d. to 29s. 7d. Oshu: Best, 32s. 4d. to 33s. 5d.; medium, 26s. 10d. to 29s. 7d.; inferior, 23s. 1d. to 25s. 10d. Koshu: Best, 28s. 5d. to 30s. 4d.; medium, 25s. 10d. to 27s. 8d.; inferior, 23s. 1d. to 25s. Sodai: Best, none; medium, 25s. 10d. to 27s. 8d.: inferior, 22s. 8d. to 25s. Achezan: Best, 26s. 2d. to 27s. 4d. medium, 22s. 8d. to 24s. 7d.; inferior, 17s. to 20s. 10d.

SHANGHAI.—Mr Holdsworth's Circular dated 17th March is as follows:—"The latest dates received from England since my last Silk circular are by letters to the 26th January, and by telegrams via Kiachta to the 18th February, the latter reporting more favourably of the home market, and quoting higher prices for all classes of China Silks. The business transacted during the past fortnight has again been limited, the settlements being estimated at about 700 bales, inclusive of 150 bales settled at the close of last mail, and exported by that steamer. The small purchases made for the previous interval, coupled with a general determination evinced by foreigners to neglect the Silk market early in the present fortnight, caused the holders of Silk to become anxious to realise, and a decline in prices asked by the natives was the result. Since the arrival of the above-mentioned telegrams, however, the Chinamen have endeavoured to advance their rates, but such advance has not been accepted by the foreigners, who have continued their purchases at quotations showing a slight decline on rates paid at the close of last mail for common Tsatlees and Taysaams; but Hainings, Yuenfas and other kinds must be quoted unchanged. A few parcels of Re-reeled Tsatlees and Hainings have been sold at 580 to 600 taels, and these are the quotations asked for the few lots remaining on offer. The unsold stock, owing to the arrivals being on the same scale as the settlements, remain unchanged, and, as usual at this late period of the season, consists chiefly of undesirable and common silks. About 200 bales of Szechuen silk (chiefly common) have arrived from Hankow, and found buyers at 230 to 245 taels per picul." The quotations (all charges paid to England at exchange 5s. 10d. per tael) were:—Tsatlee, No. 3, 28s. 1d. to 28s. 8d. per lb; Taysaam, No. 2, 20s. 6d. to 21s. 3d., No. 3, 18s. 7d. to 20s. 1d.; Chin Cum Taysaam, No. 2, 19s. 7d. to 20s. 6d., No. 3, 18s. 10d. to 19s. 7d.; Yuenfa and Hainings, No. 1, 24s. 6d. to 25s., No. 2, 23s. to 24s., No. 3, 21s. 6d. to 22s. 6d.; Hangchow Tsatlee, 20s. to 21s. 6d.

CANTON.—No change has taken place in the market during the interval. Holders have, perhaps, shown a greater desire to dispose of their stocks, owing, probably, to the anticipations of a large first crop of new silk, the weather having been very favourable for the worms, which, combined with an unusually large supply of eggs, seem to promise a large yield, but it is yet too early to offer a decided opinion. The settlements reported have all, or nearly all, been made for the French market. Buyers for America do not evince any desire to operate, unless at a material reduction from present rates. We give the settlements as follows:—Tsatlee, No. 1, 130 bales, at $510 to 520; Do., No. 2, no sales, $500; Loongkong, 40 bales, at $530; Rereeled Cumchook, 30 bales, at $550.

EXPORT OF TEA AND SILK, SEASON 1867-68.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total. Bales &Cases
From June 1 to Feb. 29, 1868	1059770	53621158	44695699		13296367	112672994	48738
Corresponding period last season	919887	51983590	46885075		12400163	112188715	43216

Shipments Since;

Feb. 27 per Eleanor	From Foochow	...	285,734*	
Mar. 2 ... Cambodge (Fr. ml. str.)	... Shanghai, &c.	...	—	1,152
— 11 ... Emeu (ml. str.)	... Do.	...	—	1,074
— 13 ... Assyrian	... Shanghai	...	614,175	
— 17 ... Western Chief	... Do.	...	816,244	
— 25 ... Behar (ml. str.)	... Do., &c.	...	—	1,293

* Included in above total.

TO UNITED STATES.

From June 1 to Feb. 29, 1868	...	...	...	...	...	32237424	Pcls. 1173
Corresponding period last season	...	...	...	...	...	31143677	519

Shipments Since;

Mar. 7 per Ceres	From Canton	... 268,110

TO THE CONTINENT.

From June 1 to Feb. 29, 1868	...	...	...	...	...	1125456	Bales. —
Corresponding period last season	...	...	...	...	...	1648570	—

Shipments Since; None.

TO AUSTRALIA.

From June 1 to Feb. 29, 1868	11,981,083 lbs.
Corresponding period last year	9,715,498

Shipments Since; None.

THE TEA PLANT IN JAMAICA.—The following is from the Kingston *Morning Journal:*—"The Government received by last packet, from the Royal Gardens at Kew, a case of healthy tea plants, which are to be sent to the Cinchona Nursery in St. Andrew, and placed under the care of Mr. Thompson, the island botanist. The idea has been formed, we believe, on good scientific authority, that our soil and climate are so well adapted that the tea plant will flourish here."

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EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 3d.	4s. 3¼d.	4s. 3¼d.
Shanghai „ „ ...	5s. 8¾d	5s. 9¼d.	5s. 9½d.
Canton „ „	4s. 3d.	4s. 3¼d.	4s. 4d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	4s. 3¾d.	4s. 4¼d.	4s. 4¾d.
Manila „ „ ...	4s. 4d.	4s. 4¼d.	4s. 5d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India (Rupees)	302 to 303 p. 100 Tls	217 to 218 p. 100 dols.
„ Hong Kong	27¾ per cent. dis.	—
Bar silver	11·2 per cent. prem.	11·25 per cent. prem.
Mexican dollars	Tls 73·1 per 100 dols.	1·75 per cent. prem.

Bons, at Yokohama, 297 to 298 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 13; Old, 15 per cent. premium.
China Gas Company, par.
Hong Kong and Whampoa Dock, New, 7; Old, 15 per cent. premium.
Union Dock Company, 30 per cent. discount.
China Traders' Insurance, 125 dols. premium.
Hotel shares, 30 per cent. discount.
Hong Kong and Macao Steamboat Company, par.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 3, Rifleman; 11, Broadwater. From New York, 1, Southern Eagle.

At SHANGHAI.—From London, March 4, Aurora Australis; 12, Leander. From Cardiff, 4, General Havelock; 5, Isabella Ridley. From Hamburg, 8, Pallas. From Shields, 16, Hope. From New York (via Batavia); 12, Fawtuxt.

At HONG KONG.—From Portsmouth, March 12, H.M.S. Tamar. From Cardiff, 12, Abbott Lawrence. From Sunderland, 12, Charmian. From New York, 18, John Norman. From Liverpool (reported by telegram), Everest.

At MANILA.—From Liverpool, March 5, Mary Warren.

At SINGAPORE.—From Liverpool, March 21, Panuco; 25, Prince Arthur; 27, Agamemnon (str.). From Cardiff, 21, Hertha. From Newcastle, 18, Johanne Aguste. From Amsterdam, 27, Katharina Maria. From Hamburg, 22, Schwan. From Dieppe, 20, Jacob. From New York, 18, Warrior (str.).

At PENANG.—From London, March 14, Roska; (reported by telegram), Queen of Ceylon.

At BANGKOK.—From Hamburg, Feb. 26, Picciola.

DEPARTURES.

From YOKOHAMA.—None.

From NAGASAKI.—For London Feb. 28, Gloriosa; for New York, 26 Julia Ann.

From SHANGHAI.—For London, March 13, Assyrian; for Callao, 7, Devonshire.

From HONG KONG, CANTON and MACAO.—For Callao, 23rd March, Arab; 13, Fray Bentos, for Havana; 8, Guantanamo; 18, Eugene and Adele.

From MANILA.—For London, March 6, Hinodostan. For Falmouth, Rosa del Turia. For Cork, 14, Eastern Queen. For Cadiz, 11, General Echagne; 14, Bilbaina. For Barcelona, 9, Nuevo Lantaro. For New York, 13, Coringa; 14, W. G. Russell. For Boston, Fearless.

From SINGAPORE.—For Falmouth, March 29, Hans; 31, Solo. For Gibraltar, 24, Cecile. For New York, 27, Narciss. For Boston, 30, Annie Main.

From PENANG.—For London, March 11, Chaturanga; 12, Kate Carnie.

From BANGKOK.—For Falmouth, Feb. 12, Gustav Adolph, Spartan; 13, Hans; 25, Hermann Doctor; 27, Bonnie Lassie; 29, Fairy; March 1, Helen; 2, Melissa. For Liverpool, 13, Our Queen.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Tea, £3 10s. per ton. Silk, £4 to £4 10s.; to New York, £3 5s. to £3 10s. per ton.

At SHANGHAI.—There is but little inquiry for tonnage either for Europe or the coast. The General Havelock and Magellan have taken the berth for London at £3 per ton, and for New York the Tavistock is loading slowly at £3 5s. per ton.

At HONG KONG and CANTON.—Tonnage remains unaltered; no fresh settlements have taken place. For London or New York. Homeward, via Manila, the Carmian and Lorton have been fixed at £4 and £4 5s. per ton, and the Abbott Lawrence for New York at $12 sugar and hemp. The Circular of George Holmes estimates the disengaged tonnage in harbour at 8,148 tons.

At MANILA.—The following settlements have taken place:—Dora, 379 tons, to Liverpool direct; 500 tons wet sugar at £4 10s., and 600 bales hemp at £4 15s. per ton. Gaspee, 990 tons, to New York; a full cargo of sugar and hemp at $10 per ton for dry sugar, and $12.50 per 4 bales of hemp. Mary Warren, 955 tons, to Liverpool direct, a full cargo of dry sugar at £4 per ton of 20 cwt. and hemp at £4 15s. per 20 cwt. The Sir Jamsetjee Family, 1,049 tons, to London direct; part cargo sugar engaged at £3 10s. dry, and £3 17s. 6d. per ton for wet sugar, hemp, rate £4 15s. per 20 cwt.

At SINGAPORE.—The demand for tonnage continues good for United Kingdom from the rice ports; for London and Liverpool direct produce is not plentiful, and vessels are waiting to take the berth at current rates, viz., £3 dead weight and light freight.

At SAIGON.—The following, from the Circular of Markwald and Co., are the latest settlements:—Magdalena, 11,000 piculs, Channel for orders, £4 5s. per ton United Kingdom or Continent. Ivy, 8,000 piculs, Channel for orders, £3 17s. 6d. per ton United Kingdom, £4 2s. 6d. per ton Continent.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Mar. 4 ...	Benefactress ...	New York ...	Hong Kong
— 5 ...	Wolga ...	Cronstadt ...	Amoor River
— 8 ...	Tewksbury ...	Newport ...	Shanghai
— — ...	Assunta ...	London ...	Nagasaki
— — ...	Wildeman ...	Amsterdam ...	Batavia
— — ...	Nieuwe Waterweg...	Rotterdam ...	Singapore
— — ...	Joseph Holmes ...	Boston ...	Batavia
— — ...	Arrogante ...	Bordeaux ...	Singapore
— 9 ...	Regina Maris ...	Newcastle ...	Batavia
— 10 ...	Avonvale ...	London ...	Singapore
— — ...	Constance ...	Liverpool ...	Singapore
— — ...	Jacoba ...	Batavia ...	Rotterdam
— — ...	Ceres ...	Hong Kong ...	New York
— — ...	Egmont en Hoorn...	Singapore ...	Liverpool
— 11 ...	Sophie ...	Hong Kong ...	London
— — ...	Ville de St. Lo ...	Macao ...	Havana
— 13 ...	Spartan ...	Bangkok ...	Europe
— 14 ...	Supply ...	Hong Hong ...	Boston
— — ...	General Birch ...	Galle ...	Batavia
— — ...	Arab Steed ...	Singapore ...	London
— — ...	Attagracia ...	Macao ...	Havana
— 16 ...	Formico ...	Singapore ...	Gibraltar
— — ...	Eleanor ...	Swansea ...	Hong Kong
— 17 ...	Mysore ...	Macao ...	Havana

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O.Co.'s steamer Nyanza, from Southampton on the 2nd inst. was in gold to Galle, £300; to Madras, £5,773; in silver to Bombay, £17,300; to Shanghai, £420; total in gold, £6,073; in silver, £17,720.

SHIPPING.

ARRIVALS NOT IN THE TABLES.— — At Deal, from Java, Seringapatam; May 1, at Liverpool, from Singapore, Kahlamba; April 31, at Queenstown, from Manila, Doriga; 18, at New York, from Singapore, Dunmore; 20, from Yokohama, Benefactor; 21, from Canton, J. H. Jessen; 30, at Texel, from Banjoewangie, Quartet; 24, at Rochefort, from Bankok, Emmanuel; May 4, at London, from China, &c., Ajax, str., 2, in the Downs, from China and New York, Warren Hastings.

DEPARTURES.—April 29, from Marseilles, for Saigon, Camentin.

SPOKEN.—Come Along John (?), barque, of Hong Kong, Jan. 31, in Dampier Straits; Larry O'Davidson (?), bound to Foochow, Jan. 31, in Dampier Straits; Joseph, Cardiff to Shanghai, in the Gillolo Passage; Mentor, Amsterdam to Batavia, 42 N., 13 W.; Bogota, Singapore to the Clyde, Feb. 5, 30 S., 46 E.; Pettey (?) (Spanish barque), Manila to Falmouth, 63 days out, Feb. 12, 35 S., 25 E. Auguste, Java to Amsterdam, April 14, 36 N., 37 W. Senior, Amsterdam to Sourabaya, April 10, 43 N., 12 W.

CASUALTY.—The Elise, Laurentzen, from Saigon for Bremen, which arrived at Cowes 22nd ult., was said to be very leaky, and was towed into the inner harbour.

NAVAL AND MILITARY.

The Avon, recently commissioned for China, is one of the new class of gunboats built of wood on an iron frame, with twin screws of 120 collective horse power. She is 464 tons burden, and carries 4 guns, viz., 2 20-pounder Armstrongs as bow and stern chasers, 1 64-pounder shunt gun, and 1 6½ ton rifled gun, besides a 24-pounder rocket; and the crew are armed with Snider rifles. She is intended for the suppression of piracy in the China seas. Her crew consists of 70 men, and the following are the names of the officers:—Commander, G. D. Fitzroy; lieutenant, John Hope; master, F. Williams; assistant-surgeon, J. Shawood; paymaster, M. Mooney; engineers, Mr. Hill, Mr. Shawyer, and Mr. Grant; gunner, Mr. Nightingale. The lieutenant, Mr. Hope, has seen a good deal of service in New Zealand.

The Mecance line-of-battle ship, fitted out as a hospital ship for service at Hong Kong, arrived at Spithead on the 3rd inst. from the Nore, on her way down Channel, in tow of the Medusa. The Meeanee has been ashore somewhere off Margate, and had to slip one of her anchors and a quantity of cable. The fault of getting the ship ashore is said to lie entirely with the Medusa, which had the line-of-battle ship in tow at the time, and two of her officers are under arrest in consequence. The Meeanee remains for the present anchored at Spithead.

On the 28th ult. an application was made in the Admiralty Court on behalf of Commander Morant and the officers and crew of Her Majesty's gunboat Grasshopper. It appeared that in a series of captures, commencing on the 19th day of November, 1865, twenty piratical vessels in the China seas had been seized by the plaintiffs, and that the estimated number of the crews of the piratical vessels was 483. The Court decreed for the capture, and pronounced for the estimated number of men. The Queen's Advocate appeared for the captors.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and hipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, MAY 4, 1868.

THE VOTE FOR CONSULAR BUILDINGS IN CHINA AND JAPAN.

THE sum required for Legations and Consular buildings in China and Japan was not obtained without a sharp debate. Every year, as soon as the Estimates are issued, they are fastened on by quite a little army of economy-mongers, who show a wonderful degree of perseverance in their determination to cut down every vote that they can't quite understand. They generally select for their attack some item to be expended at a distance from home—the greater the distance, they probably argue, the fewer defenders it will have. Last year it was the order for new gunboats for service in China that aroused the outcry; this year it is the cost of properly housing our representatives in China and Japan. The amount now asked for was £59,520, being the final vote to complete a total of £179,000, which however included a large sum for the Embassy-house at Constantinople; out of the remainder, £50,000 was required for the Supreme Court in Shanghai, £15,000 for the new buildings in Japan, and there were smaller sums set down against Canton, Foochow, Ningpo, Tientsin, &c. One clever financial reformer proposed to strike out entirely the vote for Japan. He could give no valid reason for the proposition, but seems to have thought that Japan must be of the least importance, as it was the most distant of the countries under consideration. Another did not see the utility of having Consulates at all, at the smaller ports, where but few British subjects resided. Lord STANLEY crushed these petty objections by showing that our treaties oblige us to maintain Consular establishments at all the open ports; that if we did not erect suitable buildings, we had to pay heavy rents, for (in most cases) very unsuitable ones; that the Supreme Court was a new and necessary institution, and must be provided for; and that at present there were constant complaints of insufficient accommodation. This last fact we are by no means surprised to hear. At many of the minor ports the Consular establishments have long been wretchedly housed. At Nagasaki, for instance, some years passed before our Consul had anything better than a small temple, which certainly had an imposing-looking high-pitched roof, as seen from without, but within was a mere hut. Something better than this is not only requisite for the comfort of the inmates and the convenience of the public, but is necessary to the dignity of the Consular flag.

THE following Consular appointments for the North German Confederation have been announced:—Mr. PAUL LESSLER for Bangkok, Mr. BAUER for Batavia, and Mr. L. VON ABERCRONE for Macassar. The Consulates of all the States that have been incorporated with the North German Confederation are now abolished, with the exception of those of Mecklenburg, which will exist until the 1st of April, 1869.

IT is rumoured that Mr. POPE HENNESSY, the present Governor of Labuan, is likely to be appointed to succeed Sir DOMINICK DALY, the late Governor of South Australia. We trust there is no truth in the report, for Mr. HENNESSY has only just made his *debut* as a colonial governor, and it is hardly fair to remove him from the seat of his first appointment the moment he has settled down in it. Besides, it would be a great injustice to colonial governors of longer standing.

IT is stated that the Messageries Imperiales Company is about to raise additional capital, "for the development of a supplementary service in the Indo-Chinese seas."

CEYLON AFFAIRS AGAIN.

THERE has been another debate in the House of Commons on Ceylon affairs. This time it originated from a motion made by Mr. WATKIN for a select committee to inquire into the condition of the colony. The hon. member made out an excellent case, and supported his arguments by reading a letter from Sir JOHN ELPHINSTONE, urging the necessity of a revision of taxation, quoting also similar opinions expressed by Sir EMERSON TENNANT and Sir HERCULES ROBINSON. Mr. ADDERLEY'S reply was nothing more than a *rechauffé* of his last speech on the same subject, evading some of the points at issue, and wilfully misconstruing others, for which he was taken to task in pretty round terms by Mr. GORST. Colonel SYKES pertinently asked the UNDER-SECRETARY for the COLONIES how he could expect any body of Englishmen tosubmit to a system of government which allowed them no voice in the expenditure of their own money, and Mr. CHILDER ssaid that really it was almost hopeless to discuss any colonial question in the present state of the House, alluding to the unpardonable apathy exhibited on all occasions when colonial matters are brought forward. The truth of his assertion was promptly verified. Mr. WATKIN would perhaps have got his select committee—for of the few members present, the majority probably were quite careless which way they voted—but in the general indifference some misapprehension took place, and the opportunity of dividing waslost, Mr. WATKIN actually saying "aye" to the question that involved the rejection of his own proposal! Truly, it does at present seem quite hopeless to obtain a fair hearing for the colonies. Nevertheless, we are glad to hear that Mr. WATKIN does not intend to be thus extinguished, but will bring the subject forward in another shape on the first opportunity.

DIPLOMATIC ESTABLISHMENTS IN THE FAR EAST.

The vote to be proposed this year for the establishments in China, Japan, and Siam amounts to £117,615, an increase of £16,632 over last year's vote. About £15,000 may be expected to be repaid by the fees and receipts from rent at the Consular ports. In China the Envoy receives £6,000 a year, and his suite £3,800; and there are 17 Consuls or Vice-Consuls, £16,450 being voted for them, besides £2,600 for special or temporary allowances. The vote for interpreters and assistants is £18,900. In Japan the Envoy receives £4,000 a year, and his suite £3,400, and there are seven Consuls or Vice-Consuls, for whom £5,800 will be voted, and £4,200 for interpreters and assistants. The Consular list for Japan is increased this year by the addition of a Consul at Hiogo and at Neegata, and a Vice-Consul at Yedo and at Osaka. The vote for the Supreme Court for China and Japan amounts to £7,622. In Siam we provide for a Consul with £1,200 a year, his suite receiving £2,050. The entire vote for salaries and allowances to our other Consuls and Vice-Consuls abroad, including the allowance for Chapels and Chaplains, amounts this year to £170,378, but about £17,000 will be repaid by fees. The ordinary salaries and allowances and pensions of the diplomatic body are charged upon the Consolidated Fund, and always reach substantially to the extreme limit—viz., £180,000, the Act of 1832 directing that no larger sum than £180,000 shall be charged in any one year.

HYDRAULIC MACHINERY FOR SIAM.

We have just inspected a curious piece of machinery constructed here for the purpose of supplying water to the palace of the King of Siam. The palace it seems, is situated at such a height above the river, and such a distance from it, as to necessitate some special device to procure a continuous and sufficient supply; and it was thought that this might be accomplished without erecting a regular "waterworks" with steam power. The problem was submitted to Messrs. S. Owens and Co., hydraulic engineers, of Whitefriars, and as far as we can judge they have solved it most satisfactorily, by means of an apparatus that will utilise the current of the river, to raise its own water to a height of about 150 feet. It is, in fact, a sort of floating watermill. The external appearance is somewhat that of a steam-barge, with a pair of gigantic paddlewheels — gigantic, that is, in regard to the size of the vessel, which does not exceed that of a large ship's long-boat. It is constructed entirely of iron; sharp at both ends, and intended to be moored "stem and stern" by four anchors, in the middle of the stream. The space that, in a steamer, would be filled by the engines, is occupied by a powerful pumping apparatus. The paddlewheels, instead of being driven by any internal power, will be carried swiftly round by the current (which is very strong), and keep the pumps in motion; and the power thus gained will be sufficient to raise a continuous stream of water to a height of 150 feet, and force it through some five miles of pipes, to the place where it is required for use. The idea is most ingenious; we had almost come to the belief that nothing was to be done without steam, and it is quite refreshing to find that so much may be accomplished by a clever management of water-power. The machine is now complete, and a successful trial of its capabilities having been made on the Thames, will be promptly shipped for its destination.

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THE HONG KONG ASSOCIATION.—DEPUTATION TO THE COLONIAL SECRETARY.

The interview of the deputation from the Hong Kong Association of London with the DUKE of BUCKINGHAM, Her Majesty's Secretary of State for the Colonies, took place at the Colonial-office at noon on Saturday, the 2nd inst. The deputation, which was introduced by Alex. Matheson, Esq., M.P., consisted of the following gentlemen:—Mr. Jas. White, M.P., C. J. F. Stuart, W. H. Vacher, Thos. Sutherland, E. J. Halton, E. Gilman, Douglas Lapraik, and George Duddell, Honorary Secretary of the Association. Several gentlemen were prevented from attending.

The deputation, on being introduced by Mr. Matheson, was very graciously received. Mr. White recounted the general features of the memorial, and showed the injustice of the heavy taxation to which the residents were subjected. Mr. Sutherland followed, and gave a very intelligible and elaborate account of the colony and its condition, and having only recently returned from there his statements were of great value. The Duke asked several questions by way of ascertaining the views of the deputation, and to guide him in dealing with the memorial, the most notable being, whether the colonists were prepared to forego the European garrison if the military contribution of £20,000 per annum were cancelled; the answer being, that it was believed the colonists would be quite prepared to forego it. The interview lasted about an hour, and the Duke expressed his satisfaction, and promised early attention to the memorial.

The following is the text of the letter addressed by Mr. White to his Grace on behalf of the committee:—

"The Hong Kong Association of London,
"2, Cowper's-court, Cornhill,
"London, E.C., April 4, 1868.

"My Lord Duke,—As chairman of a meeting recently held in the City of London for the purpose of considering the condition of the colony of Hong Kong, and convened and attended by a large number of merchants and others interested in that colony, I have been requested to solicit from your Grace an interview, for the purpose of laying before you certain facts connected with the present position of the colony, which are of very grave and serious import.

"The circumstances to which I refer have given rise to so much apprehension and dissatisfaction in Hong Kong that an association has been formed, under the title of the 'Hong Kong Association for Promoting the Interests of the Colony,' and a petition has been drawn up for presentation to the House of Commons, representing the grievances under which the colony is now suffering. A copy of that petition accompanies this letter, and my object in now addressing you is to direct your attention shortly to the circumstances which are more fully detailed in the petition I have referred to, and to seek this interview before the petition is presented, in order to put your Grace in possession of the views entertained by the principal persons interested in the subject.

"The immediate grievance of which the petitioners complain, and which we would submit to your Grace, is the imposition in the year 1863, for a period of five years, of a tax upon the colony, by way of contribution towards the establishments for military defence in China, amounting to £20,000 per annum.

"It will be seen from the correspondence which took place between the late Secretary of State of the Colonies, and the then Governor, Sir Hercules Robinson, in the year 1863, that that tax was imposed under the impression that the colony was in flourishing circumstances, and possessed of revenues which would yield an average surplus over expenditure of from £30,000 to £40,000 per annum. These estimates were pointed out at the time by the governor to be fallacious, and the result of the intervening experience has shown that the revenues of the colony are barely sufficient to meet the expenditure, exclusive of the military contribution referred to, and it is now a question of imposing new taxes, in order to maintain the balance of receipt and expenditure.

"In the meantime the injury done to the colony by taxing it beyond its means, and by the apprehension of still further taxation, has been found to be very prejudicial to its interests, and there is great reason to apprehend a withdrawal of many of the Chinese inhabitants as well as the merchants who had establishments in the island.

"But upon referring to the correspondence further it will be seen that it was not alone on the ground of the inadequacy of the revenues of Hong Kong to support the military contribution that objection was urged against it. The attention of the late Secretary for the Colonies was also pointed to the circumstance that the troops for the maintenance of which this tax was imposed were not necessary for the purposes of the defence of Hong Kong, but for the general object of protecting British interests in China.

"It was urged upon the Colonial Secretary by the Governor that the troops in Hong Kong were sent out 'because England's share in the foreign trade was estimated at over thirty millions sterling, because that trade was mostly carried on in British vessels from the open ports in China, at each of which England had British settlements and British subjects, and because the presence of a small body of troops, somewhere nearer China than India, had an effect in averting difficulties, while they formed a base of operations if misunderstandings should arise.'

"In the year 1847 a Committee of the House of Commons reported, in reference to Hong Kong, "that it was not right that the burden of maintaining this, which was rather a post for general influence, and a protection of the general trade in the China seas, than a colony, in the ordinary sense, should be thrown in any degree upon the merchants or other persons who might be resident upon it.' In like manner the committee of the House of Commons, which sat upon the question of military defences in the colonies in 1860, included Hong Kong by implication among those military posts in which garrisons were maintained for objects altogether independent of, and distinct from, the defence of the particular countries in which they were situate, and the committee expressed their opinion that, 'as these garrisons were maintained without reference to the wants and wishes of the inhabitants, they should be dealt with exceptionally, and not be included in any general scheme of colonial contribution.'

"Again in 1861, the Select Committee of the House of Commons on Colonial and Military Expenditure, included Hong Kong 'in the class of military garrisons, naval stations, convict depots, maintained chiefly for objects of Imperial policy, the responsibility and main cost of the defence of which properly devolved on the Imperial Parliament.'

"But, beyond the circumstance already referred to, I am desired to point out to your Grace that the general expenditure undertaken by the Government in Hong Kong, and for which taxes have been raised, has been on a scale which involves an inordinate burthen upon the revenues of the colony, independent of that which is especially in question. The Government has thought fit to establish there a Mint, at a cost of between £60,000 and £70,000, with a view, in a great measure, of saving money lost in exchange by the Imperial Government. Although this was Sir Hercules Robinson's object, he stated in his letter of April 12, 1864, 'that he would never have recommended the establishment of a Mint at the expense of the colony if he had known that a military contribution of £20,000 a year was to be imposed,' and he urged, when his objection to the military contribution had been unsuccessful, that the sum necessary for the outlay should be considered as a payment in advance towards the military contribution. Unfortunately for the interest of the colony, this suggestion did not meet with favour.

"In the meantime a necessity for increased internal expenditure has arisen in the colony, especially in maintaining and supporting the quays which skirt the harbour for more than two miles, and which have been destroyed in a great measure by typhoons. It has been found necessary in order to meet this general expenditure, to impose taxes in the nature of stamp duties, which are very distasteful to the community in Hong Kong, and the whole Imperial arrangements in connection with the colony are producing apprehension and uncertainty on the part of the Chinese community and the mercantile interests, which endanger the commercial existence of the colony.

"The circumstances connected with these matters are stated at length in the petition and correspondence appended to it, which accompany this letter, and I do not, therefore, propose to trouble your Grace on this occasion with further details. My purpose in making this communication is limited to the object of directing your Grace's attention to the subject, and to the solicitation of an interview, at which a deputation from the parties resident here, who are interested in the trade and commerce of the colony, may be permitted to confer with your Grace, and to point out the objections which exist in their minds to the policy of the measures in connection with the management of the colony.

"I enclose your Grace the petition and extracted correspondence in a printed form for your greater convenience in perusal, and I will request your Grace to name as early a day as possible for an interview.

"I have the honour, &c.,
(Signed) "J. WHITE.

"To the Right Hon. his Grace the Duke of Buckingham, &c., &c."

THE LATEST FROM JAPAN.

The *Pall Mall Gazette* remarks that "the mission to Japan will soon come to be considered the most unenviable in the whole diplomatic service. According to a telegram from Hong Kong, Sir Harry Parkes has been attacked on returning from a visit to the Mikado and several of his escort wounded. This is the third time within six years that the British mission has been visited with these proofs of hostility, to say nothing of the assassination of Mr. Richardson, Major Baldwin, and Lieutenant Bird. We can scarcely venture to hope that our relations with the Japanese have improved by the lapse of time. It is not yet ten years ago since Lord Elgin obtained the treaty which opened Japan to British commerce, and since then our vessels have been fired upon, and our countrymen assailed or murdered. The Americans seem to have established a better understanding with the people. They have not only been well treated, but they even managed to get rid of a few odd useless vessels to the Japanese at highly favourable prices. It is true that the Japanese repented of their bargain, and tried to get their money back, but this was only an interesting proof of their inexperience in dealing with civilised nations. The purchasers of the far-famed wooden hams and nutmegs of Connecticut are not reported to have applied for the return of their money, and the Japanese will know better another time. The Americans preceded us in Japan, and that may be one reason why they are the favourites. But in China also it was the American Minister who was chosen for the post of special envoy from the Emperor. America has no Eastern possessions, and therefore nothing to excite the jealousy of Eastern Powers. This is the great cause of the favour in which Americans are held. The telegram does not make mention of any injury to Sir Harry Parkes, and we may therefore hope that he will not be obliged to relinquish a post which seems to be attended with more danger than honour."

MR. D. K. MASON, having returned to this country from Bangkok, has resumed the post of Siamese Consul in London, and his appointment has been officially recognised in the *Gazette*.

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LITERATURE.

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Social Life of the Chinese; a Daguerreotype of Daily Life in China. London: Sampson, Low, and Co.—To those of our readers who read the *China Mail* during the years 1861-64, the contents of this volume will not be entirely new. During those years the Rev. Justus Doolittle, a zealous and painstaking missionary, who during a residence of upwards of a dozen years in Foochow had acquired a deep insight into what we may term the inner life of the Chinese, contributed the results of his observations to that paper, in which they appeared from time to time under the heading of "Jottings About the Chinese." These jottings, with others not then published, have now been collected, re-arranged, and edited by the Rev. Paxton Hood, and in this form may be justly described as the most complete and readable book on Chinese life and character that has yet appeared. Works on China by ordinary travellers are necessarily superficial in their character; merchants are too much absorbed in their proper avocations to have opportunities of gathering any great store of knowledge; the books of diplomatists are generally crochetty and argumentative; mere sinologues are more pedantic than entertaining. Missionaries, from their opportunities of travel in the interior, and their more intimate relations with the natives, ought, as a rule, to be best of all qualified to furnish information regarding their domestic life; yet the writings of most missionaries have a peculiar colouring, and a want of breadth that makes them tedious to the general reader. Mr. Doolittle is not one of this class. He takes you, as it were, into Chinese society with him, and makes you feel quite at home there. All the details of their social life—their amusements, ceremonies, beliefs and superstitions—are not only graphically described, but ably explained and commented on. Theological subjects and missionary statistics do not obtrude themselves throughout, but two short chapters are devoted to them towards the end of the volume. There are few allusions to either the history, geography, or ethnology of China, and these topics having been often treated of by previous writers with more or less abstruseness, we do not miss them in a work devoted specially to domestic and social matters. The text—which is slightly abridged but scarcely at all altered from the original of Mr. Doolittle, is diversified by explanatory notes and by a profusion of well-executed woodcuts. Altogether it must be acknowledged that Mr. Hood has done good service in editing these papers; they are far too valuable merely to appear in a local journal, and then become lost to the reading public. The external appearance of the volume is very attractive and tasteful—thoroughly characteristic without being grotesque.

Russian Works Relating to China. — Amongst the works presented to the Imperial Geographical Society of Saint Petersburg at a recent meeting were:—A Dictionary of the Chinese and Russian Languages, by Professor Wassilieff, author of the Manchon-Russian Dictionary; and a manuscript map of the Russo-Chinese frontier in the eighteenth century, presented by M. Korsakoff, Governor-General of Eastern Siberia.

The authorities of the British Museum, we hear, are treating for the purchase of the large Japanese library of the late Mr. Von Siebold. The latter gentleman was long resident in Japan, and possessed the privilege, rarely accorded to foreigners, of collecting books in that country. During his lifetime he made a cession of a number of books to the Dutch Government. His remaining library consists of several thousand volumes, exclusively in Japanese, on literary, scientific and historical subjects, of which a French and English catalogue is being compiled, under the care of M. Fotheringham, Professor of the University of France, assisted by a learned Japanese, who has accompanied Mr. Von Siebold, jun., to Europe. This catalogue when completed will afford a key to the hitherto little known subject of Japanese literature.

It is announced that the South Italian Railway Company has undertaken to establish a first-class hotel at Brindisi. This will obviate one of the principal objections brought against the adoption of the Brindisi route by travellers proceeding eastward. The correspondence opened upon this subject in the English newspapers is operating beneficially upon public opinion in Italy, and there seems to be every probability that the question, once set on foot, will not be suffered to rest until it be completely solved.

The *Gazette* notifies that the Queen has been pleased to approve of M. Bosman as Consul at Hong Kong and District for his Majesty the King of the Netherlands.

Continental Intelligence.

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HAMBURG.

COMMERCIAL.

The Easter holidays have caused no perceptible interruption of business, and certainly had no prejudicial influence on the prices. Cassia Lignea continues in favour and full values are paid without difficulty. There is more inquiry for Pepper, though no alteration to notice in the quotations. For Tea a better feeling prevails and higher demands are made by importers for Congou, which, however, are resisted as yet by purchasers; 500 chests Pecco have changed hands at from 15 to 24 Sch. Banco. Of Spelter no sales are reported, the quotations being nominally 13 mks. 11 Sch. Bco., both for delivery and in loco.

SHIPPING.

Arrived.—Adolph, from the South Sea Islands.

Sailed.—Candace, to Singapore; Unkel Braesig, to Shanghai; Alice, to Macassar; and Irene, to Hong Kong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 21.

The First Chamber, which met on the 14th, adjourned on the 19th inst. Several Bills of local interest having passed, the budget for India for 1868 was brought forward. The Liberals again refused to enter into a debate with Minister Hasselman upon colonial politics, and no one answered the recriminations of the Conservative members, so that the budget was approved of unanimously, after a very unimportant debate. The only item which will create interest in India appeared in the speech of the Minister, with regard to the "licentious" press in India, about which some of the Conservative members complained. The Minister said that he had addressed a letter to the Governor-General upon the subject. The Minister is of opinion that some restrictive measures ought to be taken, and states that the press operates to a great extent upon the native minds against the authority of the Dutch.

To-day the Second Chamber reassembles, and the question at issue between that House and the Ministry will now be decided in a very short time. The Cabinet has endeavoured to reconcile the hostile majority by laying a Bill before the members to alter the instruction law. It is, however, not very probable that the members will consent to deal with this Bill before the Budget is discussed. It is thought that with regard to the Budget for Foreign Affairs the Chamber will divide without discussion.

At the election at Appingadam the Liberal candidate, Mr. D. de Ruiter Zylker, has beaten his opponent. He obtained 1,062 votes, whilst Professor Gratema only had 660 suffrages.

On the 16th inst. a great festival took place in the Crystal Palace at Amsterdam. The medals awarded to our industrials at the Paris Exhibition were distributed by the Prince of Orange. The Ministers, some of the ambassadors, and a great many authorities attended the ceremony. In the evening the industrials gave a banquet to the Prince. On this occasion His Majesty conferred the knighthood of the Netherlands Lion upon the following gentlemen:—L. Alma van Tadema, artist; Dr. E. H. van Baumhauer; the industrials M. Coster, H. L. Enthoven; Chs. Faider at Brussels; A. Hohwu and A. A. G. Iterson.

To day, the King, Queen, and the Royal family arrive at Amsterdam on their annual visit to the capital.

The sitting of the Second Chamber of the States General to-day shows that the members will again enter into a discussion with the Cabinet. After Mr. Zylker was admitted and the declaration of Professor Vreede was accepted for notification the general discussions upon the budget were opened. Messrs. Dam, Moens and Van Bosse explained the motives which lead them to vote against the Budget. The Minister of the Interior entered into a long reply, supported by Messrs. de Bosch, Kemper, and Gesken. To-morrow the debate will be resumed. It thus seems that after a fortnight of suspense there will be another week of doubt and delay. For the general condition of anxiety which prevails throughout the country the Government are certainly responsible. By all the ordinary and conventional rules and precedents they were bound to consider the majority against them and to resign. Every day, however, it is proved more clearly that the Cabinet declines to surrender the lead to their parliamentary rivals, and that they do all in their power to remain in office.

COMMERCIAL.

Coffee.—The market remains inactive, in anticipation of the Trading Company's auction, which will be held to-morrow, and at which 77,815 b. Java and Padang are to be offered. For Tjilatjap there is some demand. The private transactions include 340 b. Java ex Insulinde, and 217 b. do. ex Stad Delft.

Raw Sugar.—The market is very firm, and important transactions have taken place, viz.:—1,335 mats Passaroeang ex Tabti, No. 11, at 31½f.; 1,270 mats Sourabaya ex Felix Mendelssohn, No. 11¾, at 32f.; 1,486 mats Cheribon ex Lynet, No. 11¾, at 32f.; 2,343 mats do. ex Matador, No. 9¾, 30¾f.; 1,031 mats do. ex Alhambra, No. 13, 33f.; 221 mats Passaroeang ex do., No. 11, 32f.; 1,034 mats Cheribon, ex Lynet, No. 11, at 17f., ¾f. above the March prices. Some lots have changed hands at ¼f. above the March value, but no particulars have transpired.

Rice.—There is some demand for Java Rice, 1,345 b. ex Graafstroom were sold at 9½f.; 13,184 b. Kandanghaur table, floating, at prices which did not transpire.

Spices.—There is some demand for Mace. D is very scarce, and 111c. was paid for E. Pepper: 2,298 b. Padang ex Maria Sarah were sold at 17c. in bond.

Tea.—The market remains very firm, but inactive.

Tobacco.—On the 15th 46 b. Manila (floating) were offered by inscription; 10 b. E were sold at 116½c. to 159c., and 36 b. E. were bought in at 110c. to 175c.

Manila Cigars.—At the auctions were sold—150,000 2a Cortados, 1867, more or less damaged, at 15¾f. to 38f.; 150,000 Habanos id., at 10¼f. to 30f.; 185,000 do., 1866, bought in at 30½f.; and 100,000 bought in at 30f.

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INDIGO.—The transactions since my last report are of no importance. 200 ch. Java arrived per Maria Elizabeth, which will be offered at auction on the 5th May. The valuation is from 465c. to 640c.

BANCA TIN.—The following parcels were sold:—500 slabs at 55¼f., 1,000 do. at 55½f., 1,500 do. at 55½f., 600 do. at 55½f., 600 do., at 55¼f., and 500 do. at 55¼f.

MONEY AND STOCK MARKET.—The markets for public securities are supported; and though there is no special activity, the business of the last few days has been comparatively extensive. Dutch stock was fairly maintained and also the Austrian; whilst purchases in the other funds have been made for investment, not only because the quotations were considered to be moderate, but the advices from abroad were viewed as rather more encouraging. The demand for money was good, but not very active. The rate of discount remained unaltered. Dutch Two-and-a-Half per Cents., 53¼; Three per Cents., 63¼; Four per Cents., 86; Trading Company, 134½; Rotterdam Bank, 90¼; Netherlands India Trading Bank, 73¾; 'Change: London, 3 months' sight, f.11.80½; 2 months' sight, f.11.81½; short, f.11.86½; Paris, 3 months' sight, f.46.87½; 2 months, f.46.95; short, f.47.15; Antwerp, 3 months' sight, f.46.80; short, f.47.05; Hamburgh, 3 months' sight, f.34.90; 2 months, f.34.95; short, f.35.10.

SHIPPING.

ARRIVALS.—April 15, at Texel, from Batavia, Daniel Rankin, den Elshout; from Sourabaya, Lynet; from Banjoewangie, India Packet, Telanak, Oceaan, Johan and Lodewyk; at Zierikzee, from Batavia, Grondwet; 16, at Brouwershaven, from Banjoewangie, Maria and Elizabeth; from Patjitan, Jannetje; 17, at Helevoet, from Macassar, Candati; from Foo-Chow-Foo, E. H. Schwensen; at Texel, from Batavia, Ortelius; 18, at Texel, from Banjoewangie, Alhambra; 19, at Flushing, from Batavia, Teelandia; 20, at Brouwershaven, from Tjilatjap, Bengalen; at Texel, from Padang, Eddystone; from Passaroeang, M. Wood.

DEPARTURES.—April 15, from Hellevoet, for Java (via Cardiff), India; from Texel, for Batavia, Elizabeth; 17, from Sourabaya, Stad Dockum; for Singapore, Singapore; for Java (via Sunderland), Gelderland; 19, from Helevoet, for China, Isabella Joanna; for Java (via Newcastle), Hollandstrouw; 17, from Brouwershaven, for Samarang, St. Jan.

PASSENGERS INWARD.—From Java, per Maria Sarah, Mr. G. Bakker; per den Elshout, Mr. J. Wilson and family.

PASSENGERS OUTWARD.—For Java, per St. Jan, Miss A. Ebeling and Mr. Matthew; per Stad Dockum, Mr. F. C. J. Fels.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

On the 22nd ult. the fourteenth ordinary general meeting of this bank was held at the London Tavern; Mr. T. A. MITCHELL, M.P., in the chair.

The CHAIRMAN, in moving the adoption of the report and balance-sheet, observed that they contained such full and accurate information in regard to the position of the bank, that it was hardly necessary to go into more particulars. The profits continued very large. Unhappily they had had to sustain the wind-up of the last three years of crisis in the East. Six months ago, when he advised the shareholders of only a five per cent. dividend, he warned them that there were two or three houses that at the previous half-year were considered of sound standing, one of them of almost European celebrity and extent, had since been compelled to wind-up, and further losses had in consequence arisen. Those losses, however, had been purely the results of the three years of crisis, no fresh losses having since occurred. The profits made were, as stated in the report, at the rate of twelve per cent., and having now passed through the crisis and maintained their credit and position in the East—he might say that in India they stood second to no bank—the directors hoped and expected that the profits would continue as large as they were at present, and in that case, as there would be no such bad debts to provide for, he thought, without being over sanguine, they might hope to pay a better dividend when they next met. Looking at all the circumstances, and bearing in mind how many banks in India had not only been compelled by the pressure of the times to trench upon their capital but to make calls, he submitted that having maintained the capital of the bank intact, sustained its credit and position unimpaired, and paid a dividend of five per cent. after making full provision for losses, the directors were entitled to credit. (Hear, hear.)

Mr. J. JONES seconded the motion.

Mr. COLES asked what was the full amount of the bad debts still outstanding.

Mr. CHAPMAN remarked that the directors in 1866 and 1867 had been guilty of a little want of frankness in not informing the shareholders that the probable losses would be greater than they had anticipated.

The CHAIRMAN was not prepared to give the information asked, not considering it desirable to state publicly the amount of the outstanding bad debts. Those who knew the nature of the crisis in the East would be aware how impossible it was for any body of directors to form an accurate estimate beforehand of what the bad debts would be. The board reckoned the bad debts now at some thousands less than they were calculated at in October last. They did not, however, recommend more than 5 per cent. dividend, as he objected altogether to paying dividends out of capital. (Hear, hear.) He was confident that with the revival of trade their profits and dividend would increase.

The motion was carried unanimously.

The dividend at the rate of 5 per cent., free of income-tax, payable on and after 27th inst., was likewise unanimously adopted.

The directors retiring by rotation, viz., Messrs. T. Lancaster and W. Macnaughtan, were re-elected.

On the motion for reappointing the auditors, an objection was taken to the name of Alderman Dakin on the ground of the multiplicity of his engagements, and his re-election was negatived by 26 votes against 19. The other retiring auditor, Mr. Thorp, was reappointed without opposition, and Mr. O. Lewis was elected as the second auditor.

The customary compliment to the chairman and directors concluded the proceedings.

Monetary and Commercial.

The general meeting of the Chartered Bank of India, Australia, and China was held on the 22nd ult. The balance-sheet shows a net profit for the year of over 12 per cent. on the capital, but further losses by bad debts, arising out of the disasters of the late crisis, prevent the dividend declared being higher than 5 per cent. The position and prospects of the bank are shown to be most satisfactory. The meeting adopted the report and account, which will be found in another part of our Paper.

The Chancery suits which have been pending for upwards of two years between the general body of creditors of Messrs. Watson and Co., Shanghai, and Mr. J. P. Watson, in reference to the well known property of "Foong Mow," were heard before Vice-Chancellor Giffard on the 17th and 20th ult. The counsel retained by the creditors were Sir Roundell Palmer, Mr. W. M. James, Q.C., and Mr. Rendall; those by Mr. Watson, Mr. Druce, Q.C., and Mr. Bedwell. When the arguments were concluded the Vice-Chancellor intimated his intention to deliver judgment on the 25th ult., which he accordingly did, decreeing that Mr. Watson could retain the property, not only for the balance of the purchase money, but also for the debts due to him by the firm of Watson and Co., owing to the verbal assurances of Mr. Coutts to Mr. Watson on several occasions that the deeds should remain in his possession for such purpose. All the costs of the suits to be paid by the creditors.

The official liquidator of the Blakeley Ordnance Company has ordered a sale by public auction to be held on the company's premises at East Greenwich on the 16th of June. The whole of the stock of guns, shot, shell, and ordnance stores will then be disposed of.

The extraordinary decision given by the Chief Justice of Hong Kong in the case of the *Isca* has invested all bottomry cases with more than usual interest to our readers. It is of the highest importance that the old, and undoubtedly just usage, that a bottomry bond includes the cargo as well as the ship, should be maintained in its integrity; otherwise vessels in distress at a strange port would often be unable to raise the funds necessary to enable them to prosecute their voyages, although they might have a cargo on board worth twenty times the sum required. A case in point was reported last week, where the validity of a bottomry bond on the *Lizzie* was contested by the owners of the cargo. The Admiralty Court justly pronounced for the bond, and condemned them in costs.

Mr. F. M. Page (3, George-yard, Lombard-street,) has published his annual *Record of Prices of Bullion in London, with Corresponding Prices and Rates in Shanghai and Hong Kong*, for the year 1867. This useful table shows the result of bullion operations during the past year. Owing to the low rates of exchange prevailing in China, specie remittances contrast most unfavourably with India bills. Bar silver and Mexicans seldom yielded even the bare cost, and in most cases resulted in serious loss.

The following, announcing the abolition of duty on certain articles of import into Manila, has appeared in the *London Gazette*:—

By a Royal decree, issued at Madrid, December 10, 1867, the following articles have been declared free of duty on importation into the Philippine Islands without any distinction as to flag—namely, olive oil, rice, bacalao, salted and dried meats, beef and mutton, hams and venison, peas, grains, vegetables and cereals—such as oats, rye, beans, maize, lentils, and the like—flour, green herbs, garlic, onions, potatoes, butter and lard, salted, dried, and pickled fish, sardines, hung beef, bacon, wheat, cattle, pigs and buffaloes, trees, plants and seeds, coals, and live fish.

Telegraphic communication between Malta and Alexandria was restored on the 25th ult. So defective, however, is the condition of the cable that a further interruption would cause no surprise. We now hear of a rupture of the Malta and Modica cable, which however was promptly repaired.

The approaching inquiry into the affairs of the Bank of Bombay promises to be searching and complete. The commission is armed with full powers, and the three gentlemen who constitute it will have no other object than to ascertain the whole truth, and satisfy the just demands of the public. The officers connected with the Bombay Government at the time of the bank's failure have as much cause as the shareholders to welcome an investigation which will, we trust, protect them from future misrepresentation or calumny.

At the meeting of the Singapore Gas Company held on the 20th ult. the report recommending a dividend of 7½ on the preference, and 4 per cent. on the original capital, was adopted.

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EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the past month, which contain details of the quantities of Cotton Yarns and Manufactures exported from London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 16th April, 1868. The exports for the four months ended 16th April, compared with those for the corresponding periods of 1867 and 1866, are also given :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Exports for the month ended 16th April, 1868, 2,967,009 yards; for the four months ended 16th April, 1868, 20,342,429 yards; for the four months 1867, 10,051,170 yards; for the four months 1866, 16,234,552 yards. Increase for 1868 against 1867, 10,291,259 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1868, 94,120 yards; for the four months ended 16th April, 1868, 572,245 yards; for the four months, 1867, 417,907 yards; for the four months 1866, 1,708,201 yards. Increase for 1868 against 1867, 154,338 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1868, 285,586 yards; for the four months ended 16th April, 1868, 638,002 yards; for the four months 1867, 206,078 yards; for the four months 1866, 196,900 yards. Increase for 1868 against 1867, 431,924 yards.

COTTON YARN.—Export for the month ended 16th April, 1868, 381,000 lbs.; for the four months ended 16th April, 1868, 1,907,810 lbs.; for the four months, 1867, 1,105,388 lbs.; for the four months, 1866, 1,678,558 lbs. Increase for 1868 against 1867, 802,422.

VALUE.—For the month ended 16th April, 1868, £76,688; for the four months ended 16th April, 1868, £484,521; for the four months, 1867, £301,472; for the four months, 1866, £626,068. Increase for 1868 against 1867, £183,049.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th April, 1868, 16,330,820 yards; for the four months ended 16th April, 1868, 73,798,946 yards; for the four months, 1867, 25,156,540 yards; for the four months, 1866, 30,089,511 yards. Increase for 1868 against 1867, 48,642,406 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1868, 688,258 yards; for the four months ended 16th April, 1868, 2,674,040 yards; for the four months 1867, 4,805,077 yards; for the four months 1866, 3,014,704 yards. Decrease for 1868 against 1867, 2,131,047 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1868, 378,100 yards; for the four months ended 16th April, 1868, 1,856,816 yards; for the four months 1867, 2,002,084 yards; for the four months 1866, 1,235,268 yards. Decrease for 1868 against 1867, 145,268 yards.

COTTON YARN.—Export for the month ended 16th April, 1868, none; for the four months ended 16th April, 1868, 57,000 lbs.; for the four months 1867, 103,132 lbs.; for the four months 1866, 5,000 lbs. Decrease for 1868 against 1867, 46,142 lbs.

VALUE.—For the month ended 16th April, 1868, £288,223; for the four months ended 16th April, 1868, £1,220,054; for the four months 1867, £688,416; for the four months 1866, £855,152. Increase for 1868 against 1867, £531,638.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th April, 1868, 723,892 yards; for the four months ended 16th April, 1868, 10,564,108 yards; for the four months 1867, 6,334,335 yards; for the four months 1866, 12,232,936 yards. Increase for 1868 against 1867, 4,228,764 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1868, 130,330 yards; for the four months ended 16th April, 1868, 832,516 yards; for the four months 1867, 1,117,749 yards; for the four months 1866, 961,144 yards. Decrease for 1868 against 1867, 285,233 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1868, 111,488 yards; for the four months ended 16th April, 1868, 202,166 yards; for the four months 1867, 305,630 yards; for the four months 1866, 1,150,296 yards. Decrease for 1868 against 1867, 103,464 yards.

COTTON YARN.—Export for the month ended 16th April, 1868, 214,602 lbs.; for the four months ended 16th April, 1868, 2,172,431 lbs.; for the four months, 1867, 735,700 lbs.; for the four months, 1866, 738,500 lbs. Increase for 1868 against 1867, 1,436,731 lbs.

VALUE.—For the month ended 16th April, 1868, £33,305; for the four months ended 16th April, 1868, £329,601; for the four months 1867, £218,350; for the four months 1866, £412,884. Increase for 1868 against 1867, £111,251.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th April, 1868, 1,374,160 yards; for the four months ended 16th April, 1868, 18,535,358 yards; for the four months 1867, 20,900,241 yards; for the four months 1866, 17,994,184 yards. Decrease for 1868 against 1867, 2,364,883 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1868, 103,168 yards; for the four months ended 16th April, 1868, 1,566,293 yards; for the four months 1867, 4,049,108 yards; for the four months, 1866, 2,322,732 yards. Decrease for 1868 against 1867, 2,482,815 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1868, 67,310 yards; for the four months ended 16th April, 1868, 674,141 yards; for the four months 1867, 1,372,629 yards; for the four months 1866, 1,024,487 yards. Decrease for 1868 against 1867, 698,488 yards.

COTTON YARN.—Export for the month ended 16th April, 1868, 1,175 lbs.; for the four months ended 16th April, 1868, 477,126 lbs.; for the four months 1867, 783,130 lbs.; for the four months 1866, 435,360 lbs. Decrease for 1868 against 1867, 306,004 lbs.

VALUE.—For the month ended 16th April, 1868, £26,416; for the four months ended 16th April, 1868, £352,010; for the four months 1867, £617,987; for the four months 1866, £573,347. Decrease for 1868 against 1867, £265,977.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th April, 1868, 732,083 yards; for the four months ended 16th April, 1868, £3,950,083 yards; for the four months 1867, 7,184,432 yards; for the four months 1866, 11,065,936 yards. Decrease for 1868 against 1867, 3,234,349 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1868, 1,192,905 yards; for the four months ended 16th April, 1868, 3,078,691 yards; for the four months 1867, 4,460,526 yards; for the four months 1866, 3,966,101 yards. Decrease for 1868 against 1867, 1,381,835 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1868, 710,475 yards; for the four months ended 16th April, 1868, 2,096,790 yards; for the four months 1867, 5,463,092 yards; for the four months 1866, 2,213,346 yards. Decrease for 1868 against 1867, 3,366,302 yards.

COTTON YARN.—Export for the month ended 16th April, 1868, 112,275 lbs.; for the four months ended 16th April, 1868, 218,360 lbs.; for the four months 1867, 207,570 lbs.; for the four months 1866, 189,710 lbs. Increase for 1868 against 1867, 10,790 lbs.

VALUE.—For the month ended April 16, 1868, £61,571; for the four months ended April 16, 1868, £195,429; for the four months, 1867, £417,206; for the four months 1866, £453,696. Decrease for 1868, against 1867, £221,777.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th April, 1868,546,605 yards; for the four months ended 16th April, 1868, 4,163,892 yards; for the four months 1867, 4,940,776 yards; for the four months 1866, 2,577,540 yards. Decrease for 1868 against 1867, 776,884 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1868, 828,143 yards; for the four months ended 16th April, 1868, 3,257,541 yards; for the four months 1867, 4,660,412 yards; for the four months, 1866, 3,225,386 yards. Decrease for 1868 against 1867, 1,402,871 yards.

PRINTED COTTONS.—Exports for the month ended 16th April, 1868, 77,081 yards; for the four months ended 16th April, 1868, 284,646 yards; for the four months 1867, 515,232 yards; for the four months 1866, 39,120 yards. Decrease for 1868 against 1867, 230,586 yards.

COTTON YARN.—Export for the month ended 16th April, 1868, 17,200 lbs; for the four months ended 16th April, 1868, 86,053 lbs; for the four months 1867, 44,016 lbs.; for the four months, 1866, 15,700 lbs. Increase for 1868 against 1867, 42,037 lbs.

VALUE.—For the month ended 16th April, 1868, £34,583; for the four months ended 16th April, 1868, £158,104; for the four months 1867 £260,325; for the four months 1866, £163,780. Decrease for 1868 against 1867, £102,221.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th April, 1868, 127,998 yards; for the four months ended 16th April, 1868, 5,163,506 yards; for the four months 1867, 7,643,839 yards; for the four months 1866, 4,565,168 yards. Decrease for 1868 against 1867, 2,480,333 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1868, nil; for the four months ended 16th April, 1868, 231,201 yards; for the four months 1867, 698,554 yards; for the four months 1866, 794,559 yards. Decrease for 1868 against 1867, 467,353 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1868, 67,000 yards; for the four months ended 16th April, 1868, 469,691 yards; for the four months 1867, 1,177,128 yards; for the four months 1866, 1,613,863 yards. Decrease for 1868 against 1867, 707,437 yards.

COTTON YARN.—Export for the month ended 16th April, 1868, nil; for the four months ended 16th April, 1868, 102,150 lbs.; for the four months 1867, 42,500 lbs.; for the four months 1866; 107,173 lbs. Increase for 1868 against 1867, 59,650 lbs.

VALUE.—For the month ended 16th April, 1868, £3,626; for the four months ended 16th April, 1868, £98,424; for the four months 1867, £223,540; for the four months 1866, £203,889. Decrease for 1868 against 1867, £65,437.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 18	Dewa Gungadhur	White	Singapore	London.
— 16	Patriot King	Clements	Manila	Liverpool.
— 16	Robt. Pulsford	Forsyth	Do.	Do.
— 20	Teviot	Wheelan	Colombo	London.
— 18	H. G. Susanna	Dam	Singapore	Cardiff
— 18	Antagonist	Blake	Galle	Do.
— 18	Lady Turner	Vincent	Do.	Sunderland.
— 11	Eugene	Moyres	Saigon	Gibraltar.
— 18	Golden Empire	Mahony	Hong Kong	Falmouth.
Mar 12	Esperanza	Oneta	Do.	Rio de Janeiro.
Apr. —	Elisabeth	Feenstra	Batavia	Amsterdam.
— 14	Agder	Hewricksen	Do.	Newcastle.
—	Cap Hoorn	Dik	Do.	Amsterdam.
— 22	Carl Wilhelm	Jepsen	Singapore	London
— 22	Chetah	Reid	Hong Kong	Do.
—	St. Jan	Lommerse	Java	Schiedam.
—	Alice	Thoms	Hong Kong	Hamburg.
— 19	Isabella Johanna	—	Shanghai	Rotterdam.
— 21	Mary Falconer	Fox	Penang	Glasgow.
—	Stad Dockum	Timmerman	Sourabaya	Amsterdam.
— 25	Minnie	Hertel	Shanghai	London.
— 22	Psyche	Harris	Hong Kong	Liverpool.
— 4	Falcon	Linnell	Shanghai	New York.
— 27	Fort Regent	Olsen	Colombo	London.
— 27	Liverpool	Harland	Cardiff and Galle	Do.
— 22	Nyassa	—	Singapore	Shields.
— 25	Trimdad	Larringa	Manila	Liverpool.
—	Irene	Behrens	Shanghai	Hamburg
—	Azia	Trappen	Batavia	Amsterdam.
— 25	Emilie	Plessis	Hong Kong	Cardiff.
— 27	Kinderdyk	Verdoes	Singapore	Do.
— 25	Crest of the Wave	—	Shanghai	Shields.
— 24	Palm Tree	—	Anjer	Cardiff
— 25	Cornelia Adolphine	de Roever	Sourabaya	Shields.
— 22	S. K. der Nederlanden	Klein	Batavia	Newcastle.
— 26	Susanne	Luth	Hong Kong	Cardiff.
— 28	Sailor Prince	Valk	Batavia	Do.
— 25	Passover	—	Galle	Sunderland.
—	Brouwershaven	—	Java	Rotterdam.
—	Perpetua	—	Batavia	Antwerp.
May 1	Lauderdale	Moodie	Shanghai	London.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 19	Bengalen	Broeder	Tjilatjap	Brouwershaven.
— 6	Nellie Chapin	Wass	Canton	New York.
— 7	Yeavering Belle	Peart	Shanghai	Do.
— 7	Lota	Barber	Do.	Do.
— 7	Kalahome	McMullen	Singapore	Do.
— 4	Madeira	Polack	Manila	Boston.
— 20	Harlaw	Philip	Shanghai	London.
— 17	Eddystone	Coates	Batavia, for Amsterd.	Off Beachy Head
— 17	Zeelandia	Botesz	Batavia	Off the Start.
Mar 17	Minalto	Silk	Ceylon	Pernambuco.
Apr 20	Glenaros	Roberts	Shanghai	Deal.
— 17	Candati	Krynen	Macassar	Helvoet.
— 3	Orisca	Guiraud	Macao	Havana.
— 10	Chrysolite	McPherson	Yokohama	New York.
— 22	Solent	Nixon	China and New York	London.
—	Dilpussund	—	Do.	Do.
— 22	Elise	Lauritzen	Saigon, for Bremen	Cowes.
— 20	M. Wood	Turmott	Pasaroeang	Texel.
— 22	Gravenhage	Bok	Batavia	Brouwershaven.
— 22	Iedo	Rossen	Banjoewangie	Do.
— 23	St. Paul	Martin	Batavia, for Amstrdm	Off Dungeness.
— 23	Neerlands Vlag	Humphrey	Banjoewangie	Brouwershaven.
— 11	Anazi	Robson	Yokohama	New York.
— 14	Martha Rideout	Reed	Padang	Do.
— 13	Herald	Gardner	Manila	Boston.
— 25	Ocean Rover	Hammond	Colombo	Off Plymouth.
— 15	Falke	Kassebohm	Singapore, for Boston	New York.
— 16	Minalto	Silk	Colombo	Do.
— 15	Catharina	Gran	Singapore	Boston.
— 29	Beemah	Wakeham	Foochow	London.
— 29	Dundonald	Rowley	Shanghai	Deal.
— 28	Shelburne	Lowe	Foochow	Off Scilly.
— 29	Tio y Sobrino	—	Zebu	Liverpool.
— 29	Jane Avery	Hislop	Manila	Do.
— 30	Southern Belle	Chester	Manila	London.
— 28	Waterloo	Patterson	Java, for Amsterdam	Off Dungeness.
— 29	Otto	Gronbeck	Singapore	Falmouth.
— 28	Dutch barque P.Q.V.F.	—	Batavia, for Rottrdm.	Off Dungeness.
— 30	Palma	Schnehagen	Saigon	Cowes.
— 30	Lawrence Brown	—	Singapore	Liverpool.
—	Potosi	Foster	Rangoon	Scheldt.
— 26	Tetuan	Uria	Manila	Cadiz.
May 2	Helpmeet	Reid	Colombo	London.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama and Nagasaki: Contest. For Tientsin and Chefoo: Vigil. For Shanghai: Laurel, Tamerlane, Tyburnia, Dilpussund, Polmaise. For Hong Kong: Invincible, Corea, Princess of Wales, Finzel, John Lidgett, Red Deer, Louisa, Whitehall. For Batavia: Kron Prinz von Preussen. For Singapore, Hong Kong, Shanghai, Nagasaki, and Yokohama: Nile (str.). For Singapore: Constantia. For Penang: Alvington. For Colombo: Ellenborough. For Colombo and Cannanore: Southern Cross.

At LIVERPOOL.—For Yokohama and Osaka: Serena. For Yokohama: Caractacus. For Shanghai: Ocean Chief. For Hong Kong: Sirene, Paradies. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Copernicus (s.). For Singapore: Eastern Chief, Orion, Jane Blythe. For Manila: Busturiana, San Fernando, Loyola. For Batavia and Sourabaya: Joutsen, Tjillingsie, Java. For Galle: Braemar.

At GLASGOW.—For Yokohama: Stirlingshire. For Singapore: Bothwell Castle. For Batavia and Sourabaya: Annie Story. For Colombo: War Cloud.

SPOKEN.

BLUE JACKET, Cardiff to Hong Kong, March 30, 41 N., 17 W.
DIANA, Shields to Batavia, in the Bay of Biscay.
SWAN (Brem. barq.), Cardiff to Shanghai, Feb. 19, 22 S., 27 W.
PAULINE (Dutch barque), Java to Amsterdam, Feb. 12, 49 N., 8 W.
GALATEA, H. Kong to New York, Feb. 14, off the Frederick Henry shoal.
A BARQUE, showing 3rd d.p. 5,962, Shanghai to Montreal, 21 days out.
GENL. HAVELOCK, Cardiff to Shanghai, Dec. 8, out 43 days.
DESMANA (?), Liverpool to Chefoo, in Salayer Straits.
HERTHA, Cardiff to Singapore, Jan. 26, 40 S., 59 E.
LANDERLAIDEN (?), Rotterdam to Sourabaya, Dec. 27, 4 N., lon. 21.
ARGONAUT, London to Shanghai, Dec. 28, 3 N., lon. 22.
ROBIN HOOD, Cardiff to Shanghai, Dec. 30, 38 S.
EVELYN, London to Japan, Jan. 2, 45 S., 44 E.
MARIA, Sunderland to Sourabaya, Feb. 22, 1 N., 21 W.
HORTENSIA, Manila to Cork.
CLAYMORE (barq.), Shanghai to Montreal, in Banka Straits.
RECCA (?), Singapore to London, March 31, 50 N., 12 W.
NORMA (Hamb. ship), for Hg. Kg., April 12, off the Lizard, steering W.
PEKIN, Padang to Amsterdam, March 31, 9 S., 12 W.
GENERAL DE STUERS, Bali to Dordt, April 5, 26 N., 41 W.
ORION, London to Shanghai, Feb. 22, 12 N., 34 W.
JULIE, Rotterdam to Padang, April 6, 43 N., 12 W.
CHRISTINE RANKIN (bq.), Colombo to London, March 6, 33 S., 37 E.
OSCAR, Amoy to New York, March 11, 29 S., 8 E.
A DANISH BARQUE, S'pore to Boston, on the line, 34 W.
RUDOLPH (Brem. bq.), Singapore to Hamburg, Feb. 23, 25 S., 69 E.
OSCAR, New Providence to Galle, Jan. 12, 19 (?) S., 25 W.
JOHN BANFIELD, Cardiff to Hong Kong, Feb. 6, 37 S., 32 E.
ROSEAU (barq.), Singapore to Boston, April 2, 28 N., 63 W.
PAUL JOHAN, Bali to Rotterdam, April 26, 48 N., 14 W.
SAMUEL RUSSELL, New York to Hong Kong, 34 N., 41 W.
JAPAN (st.), New York to Yokohama, April 13, off Cape Henry.
KORTENAER, Rotterdam to Batavia, March 29, 41 N., 15 W.
BENITA (Dutch ship), Samarang to Rotterdam, March 15, 13 N., 37 W.
HUNTLEY CASTLE, Clyde to Singapore, March 6, 27 S., 28 W.
JUANPORE, London to Shanghai, April 16, 20 N., 25 W.
MARY WHITRIDGE, Cardiff to Shanghai, March 11, 4 S., 29 W.
ARGUS, Rotterdam to Batavia, Feb. 17, 28 S., 33 W.
ALBATROSS (Ham. barque), Ceylon to London, March 3, 33 S., 37 E.
ALCYONE, Foochow to London, March 25, 3 S., 19 W.
LEOPOLD, Macao to Hamburg, March 30, 21 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain without material alteration coal freights from the Northern outports are somewhat easier.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight and 35s. meast, per str., £6 meast. To Nagasaki: 50s. meast, 40s. weight, per st., £6 meast. To Shanghai: 40s. weight., or meast., per st., £6 meast. To Cheefoo: 45s. weight or meast. To Hong Kong: 40s. weight, 30s. meast. per str. £6 meast. To Amoy: 45s. weight or meast. To Manila: 50s. weight or meast. To Singapore: 30s. weight or meast., per str. £5 meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Chefoo: £50. For Shanghai: £52. For Hong Kong: £42. For Saigon: £50. For Singapore: £30. For Batavia: £30. For Colombo, £33. For Galle, £37. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 10s. For Shanghai: £2 11s. For Chefoo, £2 11s. For Hong Kong, £2 2s. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 13s. For Galle, £1 14s. For Colombo, £1 8s.

The Admiralty have invited tenders for supplying and delivering into store on shore, or on board Her Majesty's steamships and vessels at Shanghai, 2,000 tons of smokeless South Wales coals, and for supplying and delivering into store at Her Majesty's Naval Yard at Trincomalee, 1,200 tons of the same description of coal; they have also invited tenders for the conveyance, from London to Hong Kong, of 7 tons meast., wood carriages, and to Trincomalee, of 4 tons naval masts, 4 tons weight and 9 tons meast. naval common stores, 4 tons cordage, 6 tons sails, 1 ton medical stores, and 3 tons iron cables.

CASUALTIES.

A telegram from Bombay, dated 14th April, states, "Mauritius agent reports as follows: Sea Belle, from Saigon to Falmouth, leaky, and lost rudder."

The Chrysolite, McPherson, from Yokohama, which arrived at New York, April 10, had bulwarks stove.

Advices from Mauritius, dated March 11, state that the Sea Star, Varey from Sarawak to London, which put in there Feb. 16, with damage, had discharged her cargo, and was ready to be put on the slip or docked.

The Pauline Constance Eleonore, Kuyper, of and for Amsterdam, from Tjilatjap, with coffee and sugar, which was in collision, April 16, with a large steamer off Fairleigh, and was towed ashore in a sinking state at Hythe, was afterwards patched up and towed into Dover harbour, where her cargo (half of which it was hoped would be got out in sound condition) was discharged.

The Kalahome, McMullen, which arrived at New York, April 7, from Singapore, had bulwarks stove, &c., and lost topmast during a gale on March 31 from S.E. to N.E.

The Falcon (British barque), Linnell, which sailed from New York for Shanghai 4th April, struck the bottom of the battery. She did not stop, but on the 6th had to bear up, leaky, and was towed back to New York from Sandy Hook.

The Arbutus, Turnbull, from Padang to New York, which put into Algoa Bay March 3, with master and part of crew sick, had lost maintopmast during a gale.

The Isabella Joanna (a new Dutch barque), which sailed from Rotterdam for Shanghai April 19, met with a gale in the North Sea; had her decks swept, water-casks washed overboard, &c., and was obliged to put back to Helvoet.

The Philip v. Marnix, Lanjenberg, from Batavia to Rotterdam, which, it will be remembered, put into Mauritius Nov. 15, leaky, sailed thence after undergoing extensive repairs, arrived at St. Helena March 16, in getting under way, however, at the latter port she fell foul of one of the hulks and received considerable damage; but after making temporary repairs she sailed for her destination on March 23.

The Falke, Kassebohm, from Singapore for Boston, which arrived at New York April 15, had experienced a hurricane, Jan. 19, in lat. 27, lon. 61 when she lost her rudder, and had cabin, longboat, and bulwarks stove.

The Minalto, Silk, which arrived at New York from Colombo April 16, lost foretopmast, maintopgallantmast, and royalmast, on April 12, during a heavy N.N.W. to W.S.W. gale.

The Oceaan, Smit, which arrived at Amsterdam, April 15, from Pasaroeang, sustained damage by collision in the Great N. Holland canal with the Wilhelmina and Elise, Priebe, bound to Japan.

The Betty (Dut. barq.), Chevalier, from Shields to Sourabaya, put into Falmouth, April 29, leaky and with damage.

The Patriot King, Clements, which sailed from Liverpool for Manila April 16, put back on the 28th.

MISCELLANEOUS.

At CALLAO.—March 3, Luisa Canevaro, Demoro, from Macao, &c.; 8, Muhot, from Macao; 11, D. Ugarte, Saul, sailed for China.

Off ASCENSION.—March 18, No. 295 4th d. p., from Java, for Rotterdam; 21, Bristow, from Sourabaya, for Amsterdam; 23, Chanticleer, from Shanghai, for London; 26, Twee Zusters, from Bali, for Rotterdam; 27, Princess Dagmar, from Colombo for London; 28, Eastern Empire, from Sourabaya, for Amsterdam; James Shepherd, from Shanghai, for London.

At ST. HELENA.—March 18, Ailsa Craig, Levison, from Foochow, and sailed for London; 19, Rotterdam, Janzen, from Banjoewangie, and sailed for Rotterdam; J. C. Schotel, Chevalier, from Banjoewangie, and sailed 20 for Rotterdam; 20, Elise, Thuren, from Bankok, and sailed for Falmouth; Ceres, Dahl, from Singapore, and sailed for Hamburg; Art Union, Madron, from Macao, and sailed for London; 24, Amstelstroom, Kretchman, from Batavia; 28, Queensland, Murray, from Banjoewangie.

Off ST. HELENA.—March 20, Falcon, from Macao.

At TABLE BAY.—March 15, Meteore, Haack, from Batavia, and sailed 17 for Falmouth.

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CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

DIRECTORS' REPORT.

PRESENTED AT THE FOURTEENTH ORDINARY GENERAL MEETING, 22nd APRIL, 1868.

IT is now the duty of the Directors to lay before the Shareholders the General Balance-Sheet of the Bank, made up to the 31st December last, showing a net profit for the year of £97,288 11s. 3d., or at the rate of upwards of 12 per cent. on the Capital.

The Directors regret that they have to deduct from this sum £57,360 12s. 7d., which, on a fresh revision, is found to be the further probable loss on the bad debts of the past three years of Eastern crisis; but they must remind the Shareholders that they were warned of the greater part of this at the last half-yearly meeting in October, and the Directors can congratulate them on the total loss now falling so infinitely short of that of other similar institutions. The extent of the business and the credit of the Bank remain unaltered, as is proved by the Balance-Sheet, notwithstanding the serious fall in the Rupee Exchange which occurred during the last half of 1867; and the profits must, with reduced competition, gradually increase, without any further set-off of magnitude from old bad debts.

The Capital of the Bank being quite intact, the Directors have no hesitation in recommending a Dividend for the half-year at the rate of Five per cent. per annum, free of Income-Tax, which latter is deducted from the charges, leaving the sum of £1,062 17s. 5d. to be carried forward, besides the £10,000 Reserve Fund, which may, they hope, now in better times and free from a crisis which is not likely soon to recur, be gradually built up again.

Mr. T. LANCASTER and Mr. W. MACNAUGHTAN are the two Directors who now retire by rotation, and being immediately re-eligible, they offer themselves again to the choice of the Shareholders.

The Auditors, Mr. Alderman DAKIN and Mr. JONATHAN THORP, now complete their annual term of office, and present themselves for re-election.

LIABILITIES AND ASSETS, 31st December, 1867.

DR.		CR.	
To Capital paid up in full	£800,000 0 0	By Cash and Bullion at the Head Office and Agencies	£1,052,731 15 5
„ Reserved Surplus Fund	10,000 0 0	„ Government Securities	50,318 2 0
„ Amount due by the Bank, including Bills Payable, Notes in Circulation, Deposits, and Current Accounts	2,332,503 5 4	„ Other Securities, including Bills Receivable and Loans	1,954,826 4 4
„ Profit and Loss, Balance of this Account, after payment of an Interim Dividend, providing for bad and doubtful Debts, and paying all Current Charges, Income-tax, &c.	21,062 17 5	„ Bank Premises and Furniture, at the Head Office and Agencies	105,690 1 0
	£3,163,566 2 9		£3,163,566 2 9

PROFIT AND LOSS ACCOUNT for the Year ended 31st December, 1867.

DR			CR.	
1867.			1866.	
Oct. 16.	To Seventeenth Dividend declared this day, being an Interim Dividend for the Half-year to 30th June last, at the rate of 5 per cent. per annum	£20,000 0 0	Dec. 31. By Balance brought from last Account ...	£1,134 18 9
Dec. 31.	„ Amount written off to meet bad and doubtful debts	57,360 12 7	1867.	
	„ Balance at date, proposed to be dealt with as follows:—		Dec. 31. „ Net Profits on the operations for the year ending this day	97,288 11 3
	Dividend (Eighteenth) for the last half-year, at the rate of 5 per cent. per annum ... £20,000 0 0			
	To be carried to Profit and Loss New Account 1,062 17 5			
		21,062 17 5		
		£98,423 10 0		£98,423 10 0

Examined and found correct,

London, 2nd April, 1868.

THOMAS DAKIN, JONATHAN THORP, } Auditors.

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REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE, superior tooth-powder, composed of carbon, quinine, and Provins roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS DE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

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SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE

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Amoy, 16th December, 1867.

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W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

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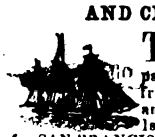
For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London, or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, [illegible] AND CHINA, VIA PANAMA.



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National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line, from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

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[illegible]	Jas. Shepherd	A1 13 yr.	W.I.D	To fol.
Hong Kong	Whitehall ...	A1 14 yr.	E.I.D.	With des
Yokohama	[illegible]			
[illegible]	Contest	A1 14 yr.	W.I.D.	With des

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INDIA AND CHINA.

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Bombay	Tiverton	AA 1	E.I.D.	May 5
Do.	Cilminar	A1 7 yr.	E.I.D.	May 15
Calcutta	Furness Abbey..	AA 1	E.I.D.	May 10
Do.	Childwall Abbey	AA 1	E.I.D.	May 20
Do.	Calcutta	A1 20 yr.	E.I.D.	To fol.
Shanghai.....	Laurel	A1 13 yr.	E.I.D.	May 7

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Shanghai	Dilpussund...	A1 15yr.	E.I.D.	May 15
Do.	Polmaise.....	A1 14 yr.	E.I.D.	To follow
Hong Kong ...	Red Deer ...	A1 10 yr.	E.I.D.	With des.
Yokohama, (Kanagawa)	Solent.....	A1 13 yr.	W.I.D.	With des.

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Do.	Palmerston.	A1 15 yrs.	978	W.I.D.	To fol.
Mangalore & Calicut	Life Brigde.	A1 8 yrs.	246	S.K.D.	May 10
Bombay ...	Haddington.	AA1	1459	E.I.D.	May 25

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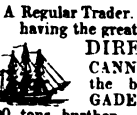
A Regular Trader. Will be very quickly despatched, having the greater portion of her cargo engaged.



DIRECT FOR MANGALORE, CANNANORE, CALICUT, and COCHIN, the beautiful clipper ship LIFE BRIGADE; A 1 8 years; 245 tons register, 500 tons burthen; W. SHEARER, Commander, St. Katharine Docks. This splendid clipper, built in 1866, offers the best opportunity to shippers of fine goods.

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With immediate despatch. To follow the "Fort Regent," having the greater portion of her cargo engaged.

FOR COLOMBO and CANNANORE, the magnificent China clipper ship SOUTHERN CROSS, A1 13 years, 668 tons register; CHARLES MACDONALD, Commander; now loading in the London Docks. This splendid vessel, well-known for her very rapid passages, offers a most desirable opportunity to Shippers.

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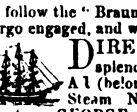
To follow the "Braunstone." Has the greater part of her Cargo engaged, and will meet with very quick despatch.



DIRECT FOR BOMBAY, THE splendid clipper ship HADDINGTON, A 1 (belonging to the Peninsular and Oriental Steam Navigation Company), 1,459 Tons register; GEORGE KELLY, Commander; East India Docks. This magnificent vessel is very well known in the Bombay trade for her very rapid passages, and offers a most desirable opportunity to shippers of fine goods.

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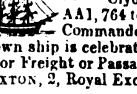
For Freight or Passage, apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, E.C.

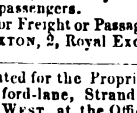
To follow the "Lauderdale."



FOR SHANGHAI.—The splendid Clyde-built Clipper TAMERLANE, AA1, 764 tons register; GEORGE HUGHES, Commander, East India Docks. This well-known ship is celebrated for her rapid passages.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the "Invincible."



FOR HONG KONG, the well-known favourite clipper LOUISA, A1 10 years; 903 tons register; HENRY TILLMANN, Commander; East India Docks. This ship sails very fast, and has excellent accommodation for passengers.

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Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, May 4, 1868.

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PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 281.] LONDON, WEDNESDAY, MAY 6, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	Mar. 12
Yedo	—	—	Mar. 19
Yokohama	Jan. 10	Mar. 4	Mar. 20
Nagasaki	—	—	Mar. 23
Hakodadi			
CHINA — Peking	—	—	Mar. 11
Tien-tsin	—	—	Mar. 12
Chefoo			
New-chwang			
Hankow	—	—	Mar. 24
Kiu-kiang			
Chin-kiang			
Shanghai	Jan. 27	Mar. 15	Mar. 27
Ningpo			
Foe-Chow	—	—	Mar 17
Formosa—Tamsuy			
Amoy	—	—	Mar. 19
Swatow			
Hong Kong	Feb. 10	Mar. 21	Mar. 31
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon	—	—	Apr. 4
SIAM—Bangkok			
BORNEO—Labuan	—	—	Mar. 26
Sarawak			
JAVA — Batavia			
MALACCA STRAITS—			
Singapore	Feb. 26	Mar. 31	April 7
Penang	Feb. 26	Mar. 29	—

The next inward P. and O. mail, with Hong Kong dates to April 8, will be due on the 18th inst. The next outward mail leaves on the 8th inst. No later telegrams have been received since our last issue.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Peluse, arrived at Marseilles, May 4.—From Shanghai: Messrs. Bourdie, Van Eyken, Tribarren, Welsh, Mr. and Mrs. Shut, Mdme. Checu and child. From Hong Kong: Messrs. Du Ponte, D'Albuquerque, Da Costa, Da Silva, Karath, Palmer, Vial, Guibelonore, Xavier, Ullmann, Lobbey, Zaleunza, Gareteo, Lanuelle, Ysatradore y Callejas, Coll, Hermandez, Perez, Mdme. Du Ponte, M. and Mdme. Karath and two children, M. Meunoz, Mdme. Meunoz and child, Mr. and Mrs. Flint and child, Mdme. Sauerez and child. From Saigon: Sister of St. Jean de la Croix, Sister of St. Foy et Marie. Messrs Roques Hairer, Brousmichie, Larrien, Amirault, Bellange, Hale, M. and Mdme. de la Grandiere, four children, and three servants. From Batavia: Messrs. Varon, Koops, Van der Heyden, Keus, Von Dolden, Schrok, Meulden, Schrok, Schmidt, De Ryckhalt, Schaaps, Varon, Kroesen, M. de Coorika, wife and daughter, M. and Mdme. Perebooms, M. and Mdme. Kroesen and four children, M. and Mdme. Schurps and child, M. and Mdme. de Groot and two children, M. and Mdme. Volkert and two children, M. and Mdme. Kykens and child, M. de Nys and four children. From Singapore: Messrs. Souza, Navarro, Lopez Jandiola, Meenendez, Listo, Fox, Villa, M. and Mdme. Solis, M. and Mdme. Coll and three children, and nine Spanish soldiers.

Summary of News from the Far East.

JAPAN.

HIOGO AND OSAKA.

The *Japan Gazette* publishes a letter dated Hiogo, 12th March, giving some particulars of the execution of Ikada Ise, the officer of the Prince of Bizen who instigated the outrage on foreigners at Kobè. The writer says:—

"For some time we have had no particular excitement until the 2nd inst., when it was reported that Ikada Ise, the officer who ordered his men to fire upon our people, was to be beheaded on the spot where he had given the command. Of course our citizens manifested a great deal of anxiety to know at what hour the spectacle was to take place, in order that they might witness it. The day passed, however, and we heard of no execution. On the following morning, to the surprise of everyone it was made known that the demand of the Ministers had been complied with on the previous night, at twenty-five minutes past ten o'clock, in a temple at Hiogo, in presence of seven Europeans and the like number of Japanese high officials.

"The unfortunate man paid the penalty of his folly with that coolness, without bravado, that has ever distinguished his countrymen. Out of consideration for his position he was permitted to commit Hara-kiru. Upon his making the cut across his stomach, the executioner at once, with one blow, severed his head from his body, thus closing the career of the would-be murderer of unarmed Europeans, and justice was satisfied. The course of this man is but an another proof of the animosity that is felt by Japanese towards foreigners, and I predict the sequel will show more of these attacks, and the final necessity for a general war against the whole race of Daimios before peace will be fully established."

YOKOHAMA.

Advices from this port are to the 20th of March. The massacre of French sailors was still the chief topic, and the *Japan Herald* publishes the following detailed account of the sad occurrence:—

"To commence at the beginning, it appears that Admiral Ohier, when leaving Kobe, left orders that the bar and different branches of the river upon which Osaka stands should be surveyed, and also to survey the coast as far as Sakai, a port distant about three miles from Osaka, and containing something like 80,000 or 100,000 inhabitants. Hitherto the only branch of the river upon which Osaka stands, traversed by us, has been that on which the Fort of Temposan is placed. Sakai is the natural port apparently for Osaka, that is to say, that ships anchored off there could always, however rough the weather, communicate with the town. There are two jetties at Sakai, running into the sea for some distance, and upon passing between these you enter into a large artificial basin. All these advantages induced the Admiral to order the place to be surveyed.

"In order to carry out the instructions of the Admiral, the *Dupleix* left Kobe for Osaka on the morning of the 4th March, and on her arrival immediately commenced to survey the bar. The following day they were enabled by the knowledge they had gained to tow the French Minister and his suite with their steam launch over the bar without getting aground. Amongst those who accompanied the Minister was the French Vice-Consul for Yokohama, M. Viault, who was going to Osaka on a visit. On the 7th, wishing to see Sakai, M. Viault and Commandant Roy, of the *Venus*, resolved to walk there on the following day. Orders were then sent off by Commandant Roy to the *Dupleix* to send her steam launch to meet himself and companion at Sakai at three P.M.

"On Sunday morning about 10 o'clock the two gentlemen above named started from the Legation, taking leave of the Minister, as it was the intention of the commander to return to his ship, and that of M. Viault to go back to his post. The two gentlemen, escorted by two of Prince Uwazima's men and two officers of the Osaka Municipal Government, proceeded on their way without obstruction. The road to Sakai is a fine hard road some twenty or twenty-five feet in width. At a place called Szmi-yo-shi their escort was increased by two

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Japanese officers, who seemed as if they had been waiting for them. After staying a short time to inspect the fine temple at Szmi-yo-shi, the party now went on quietly as before, until they arrived about noon within a hundred yards or so of a bridge called the Yama-to-bashi, crossing a large river called the Yama-to-gewa, at a point about two miles distant from Sekai. Their escort was now accosted by some Japanese officers, and upon the commandant asking what was the matter, M. Viault replied, 'It is not our business, we have only to go on," and was about to do so, when their guard stopped them and begged they would not go on. M. Viault, insisted on proceeding, when some officers came from the bridge, where there were several more armed men with flags. These officers entered into conversation with the escort, the result of which was that the latter strongly advised the foreigners to go into a neighbouring house. Seeing a mob gathering M. Viault and his companion did as they were requested, and awaited the result of the conference between their guard and the party occupying the bridge. After waiting a short time they were told they could not pass that day, the men on the bridge, who belonged to Prince Tosa, refusing to allow foreigners to pass. They now sent another messenger to explain that they must pass in order to meet the steam launch, which was ordered to be at Sakai at three o'clock, at the same time remonstrating, as strongly as their somewhat limited knowledge of the language would allow, upon the obstruction offered to their passing, as Sakai was a place which, by treaty, was especially mentioned free of access to foreigners. Messrs. Viault and Roy then returned to the Legation. In the meantime the steam launch and a whale boat got to Sakai; at three P.M. the latter went off to survey the harbour, and the launch waited an hour or so; some of the men went on shore and gave their bread to the children; they were well treated and returned. The boatswain and engineer of the launch then went on shore, when two Japanese officers came up to them, and, taking them by the arm, appeared to wish to show them something. They had gone but a few yards, when one of the officers shouted, and at once about forty armed men surrounded them. The boatswain thrust aside those holding him, and rushed on board the launch, the Japanese following to the water's edge, firing at the launch, shooting dead one of the engineers who was on board, as he was trying to start the engine.

"The first-mentioned engineer, carried to the water's edge in the rush, jumped in and was fired at, but dived under the launch, and remained hidden between her and a native boat twenty minutes; hearing the firing cease, he peeped out and saw that all the miscreants were gone; no doubt they thought that all were killed in the boat, and were fetching instruments wherewith to destroy the launch. All the crew that had jumped overboard were killed. As one sailor was clinging to the sea-wall a ruffian thrust the muzzle of a rifle against his head, and blew the poor fellow's brains out. Another man's head was so mutilated by means of one of their trident-shaped weapons as almost to prevent recognition.

"The engineer, the only one unhurt, climbed into the launch, but found that the engine was useless, the steam-pipe being cut open by a bullet. He then called upon the poor wounded wretches to assist him in getting the launch off; one man was shot through both arms, another had his intestines pierced from side to side by a ball, another was shot through the chest, and two were dead (two of the wounded men died soon after). Yet those brave wounded men took up their oars, so sweet is life, and managed to get outside the basin, where they were able to hoist sail and steer towards their ship.

"The surveying boat hearing the firing came up just in time to see the finish of the affair; but having no arms but revolvers, the officer hurried off to the *Dupleix* for assistance. On arriving on board and reporting the affair the captain immediately sent off all his boats fully manned and armed; when about half way to the shore they were met by the launch; putting fresh hands into her, they proceeded on their way to Sakai.

"It was bright moonlight and near midnight when they reached there; men were seen moving about in the forts. The commander of the boats, thinking that perhaps M. Viault and his companion had not kept their appointment to meet the launch, owing to their being made prisoners, hesitated to attack the place at night, thinking that the prisoners would be at once sacrificed, so resolved to return; on reaching the ship he found the missing commandant.

"The same night H. E. M. Leon Roches had a party at the Legation, and amongst the guests were several Government officials; while at table the news reached one of them. His Excellency then demanded the missing sailors, and by 8 A.M. on Tuesday morning their bodies were brought,—making in all one midshipman and ten sailors."

NAGASAKI.

From this port we have advices to the 23rd March. A letter dated the previous day says:—"It was currently reported on Monday last that there would be a disturbance here, and I believe the Consul issued a circular so late as eleven o'clock at night, calling upon all British subjects not to enter the native city but keep indoors. The Marines from the *Pearl* were brought on shore, with everything in readiness, about eleven or twelve o'clock, and remained all night, stationed principally near the Custom-house, although I understand some were moving about. They are generally ashore now every second or third day, marching about with their guns over the hill for exercise. So far as I can see, there is not the slightest chance of a disturbance."

Another correspondent writes, with reference to the position of Satsuma:—"Before the last mail had left Japan the reasons that had led Stotsbashi to abdicate the Shiogoonate had been made public. It appears that the Prince of Tosa pressed upon Stotsbashi a memorial from a number of the most powerful Daimios, urging his retirement and a radical change in the Government of the country. After a good deal of resistance Stotsbashi tendered his resignation to the Mikado, and continued to hold office only until a new administration should be formed. A reaction in his favour, however, seemed to be taking place in Yedo, probably fanned by French influence. By this revolution the treaties of 1858 are technically rescinded, and the opening of the ports is involved in doubt. With Stotsbashi's abdication the French influence in Japan receives a blow; it was owing to the French Minister that his retirement was so long concealed. The exclusive contracts for docks, arsenals, and fleets are likely to be repudiated by the new Government, and Stotsbashi's private estate will have to satisfy the French claims of the adventurers in his service."

CHINA.

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PEKING.

The *N. C. Daily News* publishes the following intelligence from Peking:—"We are authentically informed that on the 11th March the Nienfei still held the district round Ho-chien-foo, about 120 miles from Peking, and within a much shorter distance of Tientsin. A town in the neighbourhood was sacked, and the Jesuit mission destroyed; the priests escaping most narrowly. Prince Kung is said to have been named generalissimo of the five armies now in Chih-li; and troops leave Peking for the south daily, in large numbers. No alarm is felt, however, for the safety of the capital; and the bannermen, who were all under arms a month ago, are no longer seen in full armour in the streets. The courier with the English mail, leaving Peking on the 20th Feb., was stopped, robbed, and murdered by Nienfei."

A Peking correspondent writes:—"The 27th ult. was the day appointed for choosing a wife for the Emperor. A hundred and twenty virgins went into the palace the evening before, as candidates for this honour; and seven of the most eligible were retained for closer inspection. We have not yet been informed who is the fortunate one. The Dowager Empress decides, but the Emperor has the privilege of having 'a look see' for himself. The ages of the ladies vary from eleven to nineteen. The Emperor is now fourteen according to Chinese reckoning."

A Chinkiang correspondent writes, under date 21st March:—"The road between this port and Peking would seem to be open again. Native advices just received report the Nienfei to have retired to a point some four hundred li from the capital; exact locality not mentioned. Tse-kung-pao, Le-kung-poo, and the Governors of Ganhwuy, Kiangse, and Honan are said to have arrived at Peking with considerable bodies of troops for the protection of the Emperor; but there seems to be a tolerably decided opinion among well-informed natives that he has fled to Jeho, though his departure may have been kept tolerably secret. The Empress Regent appears to have administered a very severe rebuke to Le-Hung-chang, for the tardiness of his movements in succouring the Imperial throne in the hour of danger. He is evidently in dis-

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grace, as Tse-kung-pao has been appointed Generalissimo of all the armies operating in the North. General Lew, one of the ablest of Le's officers, is said to have point-blank refused to march to the relief of Peking. This was partly from pique at not being fairly treated in a recent distribution of rewards, and partly from his quarrelling with Le on various grounds. Rumour has it that this officer has disappeared, and no one knows his whereabouts. It will go hard with him if he chances to fall into the hands of the Imperialists, and it will be a bad thing for the latter if so energetic and able (as Chinese Generals go) an officer, has turned rebel.

TIENTSIN.

From Tientsin we have advices to March 12. Mr. Dick, the Commissioner of Customs there, is about to be transferred to Foochow, and will be replaced at Tientsin by Mr. Hughes.

A Tientsin correspondent says:—"I have very little additional news to send you respecting the rebellion, beyond the fact that we hear, every now and then, of fights having taken place between the Imperialist and rebel force. On the afternoon of the 29th February the authorities reported the rebels as having begun to retreat to the south-west, and that it was their intention to withdraw at once most of the soldiers from the ramparts of Tientsin, in order to give confidence to the people of the city and suburbs. For some days past many small bodies of people who have fled from their homes, in consequence of the approach or proximity of the rebels, have been arriving in the Tientsin suburbs. The magistrate has been endeavouring to persuade them to return to their homes, telling them the rebels cannot move further north. There was a rumour, early on the 5th March, that a considerable body of rebels was at Shinchow, about 400 *li* from Tientsin, and in the evening the authorities stated that they had gone west and were now at Holuh (pronounced here Hwaeloo), a district city 711 *li* from Tientsin, situated on the ground route from Peking and Tientsin to Shansi, thereby preventing the merchants coming from Shansi to Tientsin.

"During the forenoon of the 10th March there were rumours current in the town that a large body of rebels were at the district cities of Poye and Le, distant west from Tientsin 360. It appears to me, from the rumours amongst the people and news received through the Yamuns, that the rebel forces continue to occupy the same ground which they did on the departure of the steamers *Shanse* and *Yingtzefee* on the 29th February, except that they have spread themselves further west to Hwaeloo city. The Chinese merchants distinctly state that the rebels still occupy the centre of this province. Lately, 3,500 mounted Mongols, under the command of Poyang-ye, son of Sangko-linsin, have been brought between the rebels and Tientsin. Nearly the whole body are mounted on camels, and great deeds are expected from them against the rebel cavalry. I am still of the opinion that the Imperial generals are only biding their time in attacking the rebels, and that the Imperial cause will come out in the end victorious. The rebels, in the meantime, are doing a great deal of harm to the country, and will do still more till they are put down."

Altogether the intelligence regarding the rebellion in the Northern provinces is, as usual, very conflicting. On the one side it is said that Imperial arms have proved too much for the rebels to face, and that they have retreated from their position near Paouting-foo in consequence; while, on the other hand, it is asserted that they have merely abandoned their position temporarily, probably as a manœuvre to attract Li's forces southward, and then make a forced countermarch upon the capital. With respect to the Nienfei rebellion, which it was stated by a contemporary Li had completely crushed out, an explanation of a somewhat plausible nature has been given in one of the local papers, to the effect that the men who compose the present rebel forces are chiefly Mahomedan, and that only a very few Nienfei are among their ranks. If this statement is true, it saves Li's reputation, but it is questionable whether there may not after all be very many more of the original Nienfei in the ranks of the rebels than is represented.

We hear that a French missionary gentleman, who was one of three who were taken by the rebels in the North, but at once released on their explaining who they were, stated in Tientsin that the rebels are probably only lying in wait for an opportunity of making a renewed attack. Their departure south may, therefore, only be a ruse, and it may turn out that they will make a *detour*, and come upon the capital after having attacked a portion of Li's army southwards.

CHINKIANG.

PERMISSION GRANTED TO WORK COAL MINES.

The following letter from the Chinkiang correspondent of the *Shanghai Recorder*, under the date of 19th March, conveys some important intelligence:—"At last something has been settled with regard to the great coal mine question which has so long occupied public attention. I am informed upon undoubted authority that the Viceroy has expressed his willingness to grant licences to Chinese to work the mines, and to employ foreigners to assist them to do so. It is a thoroughly Chinese way of doing the thing, but upon the whole perhaps it is the best that could have been settled upon. The first idea was to ask the Viceroy to grant the licences for working the mines direct to a foreign company; and this proposition was made by Mr. Consul Markham to the Taoutai, who promised to lay it before the Viceroy, and went up to Nanking with this object among others. On his return, as I am informed, he told Mr. Markham that Tseng-Kwo-Fan would not listen to the proposal in any form, and that it was useless to think any more about the matter. As it happened, however, that the Taoutai was only one day at Nanking, and only saw the Viceroy for a couple of hours, this did not seem very probable, and I imagine this, among other things, induced Mr. Markham to take further steps to have the matter laid before the Viceroy, with the result which I have above mentioned. I have no doubt of the advantageous effects which this will produce to the port of Chinkiang, and I look to its becoming an important trading emporium, notwithstanding the untoward result, so far as foreigners are concerned, which has attended it. The views which you recently expressed in a leader concerning the advantageous situation of this port as a place of trade are very just and thoroughly to the point; and I am glad to notice that you have pointed out the unjust and dangerous attempt which has been made by the Chinese to undermine the foreign trade in opium. The corollary which you draw from the incident, as to the gradual extinction of foreign trade if such practice were not checked, is, in my opinion, perfectly just; and I am disposed to attribute no little of the untoward result of the trade hitherto, so far as foreigners are concerned, to underhanded working on the part of the Chinese guilds, aided and abetted as they are by the local officials. It will be well that too great hopes should not be raised by the step which has been taken in opening these mines. Of course, some additional employment by Europeans will be afforded, but not for a very large number, and there is nothing to warrant the idea that Nanking and its neighbourhood will become a black diamond El-Dorado."

SHANGHAI.

Dates hence are to March 27.

The *North China Daily News* says:—"We hear of the presence of pirates rather uncomfortably close to Shanghai. After the *White Adder* had been got off and had come up to Shanghai, a boat was sent down to recover some anchors which had been left in the bed of the river at the Spit. Three Chinese boats, however, were already on the spot, who fired at the Shanghai boat and drove her back at her best speed.

"Sir E. Hornby is likely to return from his southern tour early in the week, and will, we presume, at once hear the long-deferred appeal against the judgment of the Hankow Consular Court, in the matter of Mr. Gordon's bankruptcy."

The following items are from the *Recorder*:—

We hear that Dow's Wharf has been sold to a Chinaman for the sum of tls. 6,000. The purchaser has, we understand, bought it on speculation, in the hope of better times. We heartily wish him joy of his bargain.

We regret to record the total wreck of the *Mary Francis*, Captain Thomas, 800 tons burthen, with coals from Cardiff, which struck on Friday, 20th March, at ten o'clock, upon the shoals near the Two Fathom and a Half Bank, which bears S.E. from the Lightship, on to which she was run to prevent her sinking in deep water, it having become at once obvious that this was the only course to adopt. The captain remained by her until Saturday evening, when, finding that she made so much water that it was hopeless to save her, he started for Shanghai on one of the pilot schooners, and was met by the *Titan* off the Beacon yesterday (22nd) morning, and came on to Shanghai in her to consult with his agents, the Borneo Company. No pilot was on board at the time of the accident, but one came on on Friday night or Saturday morning. Previous to the catastrophe it was blowing very severely, and every effort, such as

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showing blue lights, &c., was made to attract any pilot's attention, and the captain also offered some junks a reward if they could take him to a pilot. The *Titan* had been chartered to save what she could from the wreck. When the captain left there were twelve feet of water in the hold.

The *Shanghai Evening Express* gives currency to a rumour that the successorship to Mr. Winchester—who, we hear, leaves for home shortly—lies between Mr. Medhurst, of Hankow, and Mr. Markham, of Chinkiang; but as the former claims the post on the score of seniority, it is generally supposed Sir Rutherford Alcock will nominate him. The same paper remarks, "Landed property in Shanghai does not seem to have reached its lowest value as yet, for at Messrs Maclean, Thorburn and Co.'s sale on 23rd inst. 'Alpha Farm' on the Soochow Creek, comprising seventeen mow of land, well laid out and planted with native and foreign trees and shrubs, with dwelling house, servants' offices, stables and farm steading, only realised Tls. 2,300, or say at the rate of Tls. 135 a mow for the land alone, all its improvements going for nothing. Why, about two years ago, when things were supposed to be at their worst 'Trefancha Farm,' in the same locality, with only twelve mow of land, realised half as much again! At the same sale some twenty-five mow of land at Sicawei, well raised and suitable for building, only sold at Tls. 6 a mow, and for a lot on the Woosung-road and Concession lot 44 at Hankow, there were no bidders at any price."

HONG KONG.

From Hong Kong the French mail brings advices to the 31st March, six days later. There is, however, no news of any interest.

With reference to the rebellion in the North, the *Daily Press* remarks, the present outbreak is not distinguished by any more political characteristics than those which have preceded it. The insurgents had not been overcome, and were still occupying the country to the south of Tientsin, of which they had already made themselves masters in the beginning of February. Here they were supposed to menace both Tientsin and the capital, but they seemed indisposed to carry their menaces into execution. They were reported as ravaging this or that district, and sacking this or that town, but their only object seems to have been plunder. China, in fact, suffers just now from brigandage on an enormous scale, but its Government is not threatened by any rebellion.

Some interest has been excited in Hong Kong by the publication of an anonymous reply to Messrs. Jardine, Matheson, and Co.'s recent memorial, or, at least, to that paragraph in it relating to the opium trade. The reply is in the form of a lengthy document, purporting to be addressed to the Governor, and the *China Mail* surmises that it emanates from either a medical man or a missionary. The *Mail* first quotes the offending paragraph in Messrs. Jardine's memorial, and then goes on to say:—

"Their opponent opens with some rather hard terms of abuse; 'self complacency,' 'superciliousness,' 'rashness' and 'ignorance,' being, he says, combined in the foregoing paragraph. He then goes on to consider the assertions seriatim, and firstly denies that the question has been set at rest in favour of the use of opium since 1860. An impartial consideration of the two assertions obliges us to admit that he is justified in his denial, in so far as the reports of the medical missions at Canton, Shanghai, Peking and Hankow for 1864, 1865, and 1866, which we have now before us, all lay immense stress on the alarming increase of opium smoking and the sad results therefrom. He calls upon Messrs. Jardine and Matheson to substantiate their assertions, and touches upon the ignorance of native life which prevails amongst many who pronounce opinion. He quotes the evidence against the opium trade laid before the House of Commons, and adduces high medical authority against the use of opium in any form whatever, except medicinally. After all, the unknown memorialist omits what we should take to be the strongest evidence in favour of his own view—the unanimous condemnation of the use of opium by all Chinese officials who hold any position as conscientious and honest men. And this would seem to be the greatest stumbling-block in the way of accepting the dictum that the use of opium is harmless. The respondent (we must use some term for the anonymous memorialist) disposes of the arguments in which opium is likened to tobacco or ardent spirits, by showing that in the former case a decided injury results from any use of the drug, while a moderate indulgence in the two latter is no practically injurious; and he makes a strong point of Dr. Medhurst's testimony respecting the unconquerable craving which attends the use of opium even in the smallest quantity—a craving not superinduced by a moderate use of tobacco or alcohol.

"We have not space to detail at length all the arguments used against the assertions of Messrs. Jardine, Matheson, and Co., but suffice it to say that the arguments deserve consideration. In common fairness, however, an opportunity must be afforded to Messrs. Jardine and Matheson to vindicate assertions which it is very probable they little expected to find attacked so vigorously or so publicly. We trust they will see the necessity of thoroughly ventilating the question, rather as a point of honour than of interest, and we reserve a more particular consideration of the arguments used by our northern contemporary's anonymous correspondent. When the largest firm in China stands out broadly and distinctly in its individual character, in an effort to influence the future course of foreign policy here, its action becomes a matter of public importance, and of public criticism, especially when, as in this case, its private interests are very intimately involved in possible results. The question at issue is that (to use Messrs. Jardine and Matheson's words) 'The use of opium is not a curse, but a comfort and benefit to the hard-working Chinese." Most of us know what Coleridge and De Quincey have said about it; but they were not Chinese, nor are they likely to be quoted as evidence on the point. But there can be no doubt that there is a remarkable difference between those who import opium and those who are not in the trade, as to its physical and moral effect on the native race. The anonymous contributor is not, we suspect, a dealer in opium. We should like to know with what authority he speaks, for the value of his argument is somewhat diminished by the absence of any signature to a production which is published as the effusion of an individual."

The *China Mail* remarks that although a good deal has been said and written about the sanitary advantages which would result to colonists if the south side of the island could be made a place of common resort, nothing has been done, and submits two propositions regarding the question:—"The first is that some party or parties, gifted with a fair share of dollars and a moderate amount of faith, should erect at the most eligible point between Stanley and Aberdeen an unpretentious but commodious bungalow, which should contain a public room and some four or five private rooms for the convenience of visitors—the person in charge being able to supply wines and stores at reasonable rates. A bar for "single drinks" might or might not be added, as found advisable, but the characteristic of the establishment should be rather that of a pic-nic house than of a liquor store. There are many who believe that such a house which might be constructed at small outlay would, in the long run, pay handsomely. To it might be added grounds of as large extent as possible, in which nature might be a little aided by the erection of summer houses and seats, but in the main left undisturbed. This finishes the first suggestion.

"The second and by no means unimportant proposal is that a tramway be laid down from the central Praya to Stanley. Were such an establishment as that we have described really started, the Government might fairly be presumed to render some assistance, and so lighten the expense to its projectors, the more so as a substitute so comfortable and speedy for the ever-bumping chair would find immense favour and materially raise the value of the land in the vicinity of the other side. The sanguine projector of this tramway, however, does not rest here. He assumes that in process of time it would become fashionable to have country houses exposed to the pure sea-borne sweep of the S.E. monsoons, and away from the parbaked city during the summer months. A telegraph along the line of tramway would therefore become a necessity, whereby the *taipan* could, in cases of need, transmit instantaneous orders to his clerks who were undergoing the roasting process in town. We are not quite sanguine about the said telegraph—unless indeed the Government aided or bore the cost primarily. But the Bungalow and horse tramway seem feasible. Whether other people will think so we can't say, but may be permitted to hope they will."

From various sources we (*Daily Press*) gather the following particulars relating to the pirates of the Canton river. On or about the 20th instant, a junk coming from Canton to Hong Kong, laden with 1,100 piculs of bricks, was attacked and cap-

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tured in Deep Bay. Early on the morning of the 24th instant, information was received to the effect that a junk proceeding from Hong Kong to Canton was attacked the day before and plundered of 2,300 taels in silver. On the same morning, viz., 24th, Her Majesty's gunboats *Bustard* and *Bouncer* left this port and proceeded up the river, in order if possible to destroy the nest of pirates. Further information must have been obtained, for on the evening of Tuesday, the 24th inst., Inspector Daly left the water-police station with despatches, having instructions to find the gunboats and deliver the letters. The inspector arrived at Castle Peak Bay about one o'clock on Wednesday morning, but in consequence of the tide being contrary, and there being no wind, anchored for the night. The next morning at daylight, the tide being favourable and there being a light wind, he proceeded through Urmston-road to Deep Bay, where he found the gunboats and delivered his despatches. Inspector Daly, with a laudable view of discovering some of the piratical junks, went round the Lintin Island, and thence to Cum-sing-moon Bay, landing at various places, but without discovering anything that might lead to the capture of the Celestial buccaneers. The inspector then went down to Macao, arriving there on Thursday afternoon, and was towed from that place to Hong Kong by one of the Hong Kong, Canton, and Macao Company's steamers, arriving here yesterday morning. The junk laden with bricks, which was attacked about the 20th inst., has been discovered in the Canton river, with seven men on board, all of them seriously wounded by stinkpots. We further learn that on Thursday morning last a junk was arrested in Macao by the Portuguese authorities, with regard to whose piratical character there could be no question. Last night the two above-named gunboats returned without having accomplished anything, being unable to take advantage of the information conveyed to them by Inspector Daly, through their running short of coals."

The following is the tabular statement of the results of the Hong Kong Census alluded to in our last issue :—

CENSUS OF HONG KONG, 31ST DECEMBER, 1867.

	Population.				
	Men.	Women.	Boys.	Girls.	Total.
European and Americans	1,157 ...	501 ...	264 ...	229 ...	2,251
Goa, Manila, Indian, and others of mixed blood	933 ...	132 ...	48 ...	37 ...	1,150
Aliens, chiefly seamen and temporary residents	250 ...	— ...	— ...	— ...	250
Chinese in employ, &c., of Europeans, &c.	5,463 ...	620 ...	104 ...	264 ...	6,451
Chinese residing in Victoria ...	48,684 ...	14,913 ...	6,138 ...	6,009 ...	75,745
Chinese residing in villages, Kowloong	6,134 ...	3,126 ...	1,057 ...	634 ...	9,951
Boat population in Victoria... ...	7,082 ...	2,485 ...	2,084 ...	1,379 ...	13,030
Boat population in other than Victoria...	3,482 ...	2,237 ...	1,474 ...	1,100 ...	8,293
Prisoners	443 ...	9 ...	— ...	— ...	452
	73,628 ...	23,022 ...	11,169 ...	9,652 ...	117,471

RETURN OF POPULATION OF HONG KONG, 31ST DECEMBER, 1867.

	White.		Chinese.		Coloured.		Total.	
	Mles.	Fmls.	Mles.	Fmls.	Mles.	Fmls.	Mles.	Fmles.
Victoria District	1,421	730	—	—	981	169	2,402	899
Chinese in employ, &c., of Europeans, &c.	—	—	5,567	884				
Chinese residing in Victoria	—	—	54,822	20,921				
					—	—	60,389	21,805
Villages—								
Show-ke-wan	—	—	1,925	812				
Shai-wan...	—	—	164	73				
Shek-o	—	—	142	96				
Tai-tam-tuk	—	—	44	55				
Stanley	—	—	604	313				
Aberdeen...	—	—	1,100	186				
Heong-kong	—	—	182	150				
Pokfolum...	—	—	53	46				
Belcher's Bay	—	—	199	50				
Kowloon	—	—	2,838	980				
					—	—	7,191	2,760
Boat Population	—	—	14,122	7,201	—	—	14,122	7,201
Temporary residents... ...	—	—	—	—	—	—	260	
Prisoners	67	—	358	9	18			
	—	—	—	—	—	—	443	9
							84,797	32,674

CLASSIFICATION AND NUMBER OF PUBLIC AND PRIVATE BUILDINGS IN THE COLONY OF HONG KONG, 31ST DECEMBER, 1867.

	Victoria.	Villages.	Total.
Public offices, barracks, guard rooms, police stations, and other Government buildings, exclusive of military buildings	85 ...	21 ...	106
Churches, chapels, and places of worship, foreign	10 ...	3 ...	13
Government schools	7 ...	4 ...	11
Mosques and Chinese temples	11 ...	14 ...	25
Houses and other buildings assessed at and above £100 per annum value, occupied	725 ...	8 ...	733
Shops and private buildings below the value of £100 per annum, occupied	3,841 ...	1,112 ...	4,953
Houses untenanted and unfinished	393 ...	49 ...	442
	5,073	1,211	6,283

CECIL C. SMITH, Registrar-General.

Registrar-General's Office, Victoria, Hong Kong, 29th February, 1868.

We understand that the steamer *Yesso*, some months ago chartered by Messrs. Douglas, Lapraik, and Co., has been purchased by that firm for about $90,000.

The *China Mail* publishes the following letter, sent to Messrs. Walsh, Hall and Co., Yokohama, by Capt. Joseph Thomas, giving an account of the loss of the Russian steamer *Wolga* :—

MIAKA-SIMA GROUPE, March 12, 1868.

Gentlemen,—I regret having to communicate to you the foundering of the Russian steamer *Wolga*, belonging to Messrs. Landstein and Co. of Hong Kong, on the evening of the 7th inst., when laying to in a heavy gale of wind, 30 miles W.S.W. of here. We landed on Sunday 10 persons (my wife and child included), the other boat and 13 persons are missing ; there were two Englishmen in the other boat. I hope they have reached one of the other islands. This is the first moderate day since, and the authorities here are going to send a boat to Cape Idsu to convey this. I hope you will be able to send a vessel to take us from here soon, as we fell very much for the want of animal food, which we cannot get here. Also we have no clothing, only as we stand ; all the fishermen here are on the lookout for the other boat. I hope to find some tidings of her by the time of our deliverance.—I am, gentlemen, your obedient and humble servant, J. THOMAS, late Master of Russian steamer *Wolga*.

BORNEO.

—o—

LABUAN.

A letter from Labuan dated 26th March gives some interesting particulars of the progress of the colony. The writer says: —"When Governor Pope Hennessy began the Albert Wharf, the market, the school, the supply of fresh water, and the other public works, there were a few of the not over-active officials who went about whispering—'Where will he get the money to do all this ?' The Governor soon answered the question by passing a tobacco farm ordinance and a pawnbroking farm ordinance. These have sold remarkably well ; indeed, his tobacco farm is now twice as valuable as all the farmer taxes put together, except the opium ; and it is well known now that these new taxes will not only pay for all the public works he has in hand, but will leave a handsome balance in the local treasury. His tobacco tax is not heavy, being only ten cents a catty—and twenty cents on cigars. If you had a tobacco farm at Singapore, and it bore the same proportion to your spirit farm that it does here to our spirit farm, Governor Ord might still further increase his surplus by about twenty thousand dollars a month.

"Within the last few days we had a visit from the Governor at Tanjong Kubong. He went into the levels, worked some coal with his own hands, looked through all the account-books in the office, and inspected everything narrowly. So far our works are well maintained ; but then, unfortunately, the want of money prevents the manager from employing anything like the proper number of coal-hewers. In truth, only for the indomitable energy of our new Governor, and the confidence we all have in him, I believe this end of the island would have been at a standstill long since.

"A good indication of our trading prosperity was shown last week by the establishment of a Chamber of Commerce in the town of Victoria ; and the first step has been also taken to start a local bank in Labuan. That they are both wanted is evident from the fact that our imports now are over £120,000 and our exports over £100,000. The Governor has taken a step in the right direction also by founding a hospital for the poor. The Chinese and the respectable Klings have over and over again asked for something of the sort and offered to support it handsomely ; but as the only poor people here were Chinese, or Klings, or Malays, the European officials cared very little about it. Governor Hennessy, however, met them at once half way, and on condition that the inhabitants bear half the cost, which they do most willingly, he undertakes to bear the other half. He is also taking steps to light the town, with oil lamps at present, and gas when the coal company revives. You probably know more of our real chances of revival than we do ourselves ; but the spirit and success shown in the government of the colony at this present time fill us all with confidence even at this end of the island."

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The *Straits Times* has the following remarks on the proceedings of the meeting at which the Straits Settlements Association was organised :—

"At first sight the impression on one's mind on reading about the above meeting is, that it smacks somewhat of Fenianism, and that those who took part in it have very nearly rendered themselves liable to the pains and penalties of treason-felony.

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Or, if this is too strong language to use, at all events the first impression is apt to be that the association has been formed with hostile intentions against the Government or its head. But on reconsideration this will be found a mistaken view. As from the constitution of a Crown colony Government no representative institution is possible to give effect to public opinion; and as a strong public opinion exists in the colony, with decided views founded on practical knowledge, such an association appears to be the only efficient means of supplying the want of representation in the Government. The sole object of the association is the commercial prosperity of the colony. A general belief exists that this has been endangered by our new Government, partly by its actual legislation and partly by unnecessary expenditure of revenue. It lies wholly in the hands of Government to dissipate this conviction by disproving it, and so to conduct the administration of affairs as to render the existence of the association nugatory and superfluous. No Government need, therefore, entertain any objection to the formation of such an association; but on the contrary it ought to be welcomed, as it may often have it in its power to strengthen the hands of the local Executive very materially; as, for example, in case of any difference of opinion with the noble Secretary of State for the Colonies, on any such such questions as military expenditure and a gambling farm. A struggle is bound to take place on these and other points very soon between the local Government and the Colonial-office, and if the former is supported by a unanimous expression of opinion on the part of the public it may make all the difference in the result.

"We are of opinion, however, that the association should have originated here instead of in London, and that that in London should be subordinate to, and act as the mouthpiece of the Straits one, to enlighten the Secretary of State by arguments, facts, and figures, as to the wants and wishes of the Settlements. There are always imperceptible changes going on in the state of affairs, and people at home are apt to get behind the age, while those on the spot are likely to be far better judges of the local situation."

The Straits Settlements Association in London has considered it necessary to address a letter to the Duke of Buckingham, containing an elaborate argument against the apprehended intention of Governor Sir H. Ord to impose additional taxation.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ADAMS—On the 27th March, at the Cliffs, Hong Kong, the wife of W. Stanley Adams, E-q., M.D., of a son, stillborn.

GAULD—On the 20th March, at Swatow, the wife of Wm. Gauld, M.D., Medical Missionary, Swatow, of a son.

DEATHS.

SHARFENORT—On the 19th March, at Kiukiang, of dysentery, Mr. Johannes Sharfenort, native of Prussia, late of Shanghai, aged 29 years.

Commercial Report.

YOKOHAMA.—The revival of business in the import market had not been checked since the departure of the English mail, but there was no improvement to note in prices. Business had been almost entirely confined to Yarn and Grey Shirtings, and transactions, particularly in the former, considerable. No. 16-24 had improved about $2 per picul, while of the higher counts 28 32 had rather declined, and 38-42 was out of demand. Large sales had been made both for arrival and on the spot. Quotations were 26-24, $40 to 42.50; 28-32, $43.50 to 45; 38-42, nominally $40. In Plain Cottons, 8¼ Grey Shirtings had been most asked for, and at $2.80 to 2.85 a fair amount of sales had been effected. The market closed much firmer, and it was rather difficult to purchase at the latter rates, holders being more confident. All other descriptions of Cotton Goods were quite neglected, and with the exception of S. S. Camlets, for which there had been a slight inquiry, the same may be said of Woollens. The demand even for Black Velvets and Blankets had subsided, and quotations were more or less nominal. In the export market Silk remained as last advised; the only noticeable feature since being the purchase of an "extra fine" parcel Oshiu at $900. Arrivals had been scanty, and the market was swept quite clean of all fine silk. The remaining stock, computed at 350 piculs, consisted of common and inferior sorts, which holders were anxious to sell, but foreigners by no means so desirous of purchasing. Settlements were estimated at 300 piculs. In Tea the demand for the American market still continued, and fully 1,500 piculs had been settled. But little fine Tea was to be had, the natives mixing it with their common and otherwise most unsaleable sorts. The purchases had been in medium and good medium. Prices were very irregular, but closed a little firmer. A few parcels, finest to choice, were held for sale far above the quotations current ($35 to $36), without any buyers. Arrivals had been very small, on account of the disturbed state of the country, and had not exceeded 400 piculs. Stocks were accordingly reduced to, say 1,500 piculs, purchasable Tea.

SHANGHAI.—There had been some excitement in the market for Imported Manufactures, and rather large settlements had been made at slightly advancing rates. 8¼ lbs. Grey Shirtings were worth tls. 2.25 cash, and tls. 2.27 for arrival. Stocks small. The Andreas sailed for London on the 22nd March, carrying 980,980 lbs. Black, and 66,656 lbs. Green Tea, in all 1,047,637 lbs., 51.97 piculs Waste Silk, and 365 piculs Japan Tea. The following are the closing quotations:—Grey Shirtings: 5⅛ catty, tls. 1.9.5 to 1.9.8; ditto, 6¼ cy., on spot, tls. 2.2 to 2.2.5. White Shirtings: 64 reed, tls. 2.8.5 to 2.4. T-Cloths: 36 inches, tls. 1.7 to 1.9.5. Long Ells: H H Scarlet, tls. 6.5; ditto, Assorted, tls. 6.6 to 6.7; ditto, C P H Scarlet, tls. 6.6; ditto, Assorted, tls. 6.6 to 6.7. Spanish Stripes: Elephant, tls. 0.6.2 to 0.6.5; ditto, Tiger, tls. 0.7 to 0.7.5. Camlets: SS, tls. 12.5 to 18; ditto, SSS, tls. 10 to 10.5. Lead: tls. 5.6 to 5.8. Iron: Nail Rod, tls. 2.8 to 2.8.5; ditto, Bar, tls. 2.8 to 2.8.5.

HONG KONG.—The market especially for imported goods has remained quiet, with a very small business doing since the departure of the English mail. This is due in some measure to the occurrence of a religious ceremony, very strictly carried out, especially by the wealthier class of the Chinese, of visiting the graves of their ancestors. This always has a very marked effect on the market, on account of the absence of a large and important element of the native commercial community. The position of the market was much the same as that advised by the last English mail. Holders were very firm, and business of any amount would no doubt help prices up slightly. The majority of the business done had been on the basis of $2.90 to $3 for 8¼ lbs. Grey Shirtings. Some few damaged goods had been offered at auction, and fetched very good prices. The only sales reported include 500 pieces White Shirtings at $2, and 19 bales 16/24 Yarn at $120. There had been some speculative purchases of 7 lbs. T-Cloths by foreigners, amounting to about 9,000 pieces, at $2.80 to $2.85, and a few Mexican chop at $2.50. Raw Cotton continued very dull, with little or no demand. About 450 bales Bombay Staple had been placed at $17 to $19. Beyond these sales there was nothing doing in Produce.

LIST OF TEA SHIPPERS.

Settlements of Green Tea at Shanghai, from 30th June, 1867, to 3rd March, 1868.

	Hf-Chests.		Hf-Chests.
Adamson and Co. ...	21,596	Hargreaves, W. ...	387
Birley, Worthington and Co.	31,094	Jardine, Matheson, and Co.	28,870
Brand, Monro, and Co.	23,618	Little and Co. ...	12,896
Blain, Tate, and Co.	6,329	Lowry and Co., C. G.	241
Blum Brothers ...	1,545	Olyphant and Co. ...	73,623
Bull, Purdon, and Co.	16,472	Overbeck and Co. ...	8,893
Butterfield and Swire	2,784	Osborne, J. ...	8,907
Cock, A.	47,763	Petrocochino and Co.	9,428
Dow and Co. ...	912	Reid and Co. ...	5,303
Frazar and Co. ...	1,980	Rothwell, Love, and Co.	15,464
Fogg and Co., H. ...	1,724	Russell and Co. ...	10,475
Gamwell, F. R. ...	5,398	Shaw Brothers and Co.	4,183
Gibb, Livingston, and Co.	10,800	Sassoon, Sons, and Co.	8,804
Gundry and Co. ...	3,793	Siemssen and Co. ...	3,192
Gilman and Co. ...	18,725	Thorne Brothers and Co.	4,608
Holliday, Wise, and Co.	2,808	Weston, J. G. ...	1,524
Hogg Brothers ...	1,017		
Heard and Co., A.	28,944		409,786
Hague, W. A. ...	1,288		

Settlements of Tea at Foochow, Season 1867-68.

Hongs.	Congou. Chests.	Souchong. Chests.	Oolong. Hf-Chests.	Fl. Pekoe. Chests.	Scented Tea. Boxes.
Adamson and Co. ...	33,211	948	—	—	11,699
Birley and Co....	58,284	896	5,531	62	18,003
Bull, Purdon, and Co.	9,326	667	7,154	—	910
Deacon and Co.	13,299	120	1,400	—	1,438
Forster and Co.	66,943	5,432	27,658	793	30,468
Gibb, Livingston, & Co.	21,870	1,002	5,342	—	12,351
Gilman and Co.	33,823	290	526	210	4,840
Heard and Co....	27,779	779	36,360	163	2,140
Holliday, W. and Co.	4,564	2,665	127	74	7,872
How, E. H. ...	21,390	2,096	751	170	11,729
Jardine, M. and Co.	61,892	2,215	15,818	—	10,505
Kinnear and Co.	1,327	520	2,638	—	363
Margesson and Co.	27,951	4,300	6,150	140	620
Olyphant and Co.	33,598	4,775	15,710	—	912
Overweg and Co.	12,551	1,698	—	—	—
Rusden and Co.	16,916	1,771	10,302	135	4,050
Russell and Co.	28,517	5,001	48,419	500	—
Sassoon, Sons, and Co.	7,860	1,457	224	650	4,502
Siemssen and Co.	12,686	1,698	—	—	—
Silverlock and Co.	16,914	1,193	1,952	94	4,411
Turner and Co.	16,414	478	4,601	—	1,282
W. Newman ...	4,515	127	—	—	290
Parsee House ...	65	—	—	429	—
	532,425	39,628	190,164	3,420	128,385

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 3d.	4s. 3¼d.	4s. 3¼d.
Shanghai " " ...	5s. 9½d.	5s. 9¾d.	5s. 10d.
Canton " "	4s. 3d.	4s. 3¼d.	4s. 3¾d.
Hong Kong " "			
Macao " "			
Singapore " " ...	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Manila " " ...	—	—	—

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MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India (Rupees)	301 to 302 p. 100Tls	[217 to 217½ p. 100 dols.
„ Hong Kong	27½ per cent. dis.	—
Bar silver	11·2 per cent. prem.	11·25 per cent. prem.
Mexican dollars	Tls 73·5 per 100 dols.	1½ per cent. prem.

Bous, at Yokohama, 298 to 299 per 100 dols. At Nagasaki, — to — per 100 dols.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 14, Evelyn.

At SHANGHAI.—From Cardiff, March 18, Adelina; 19, Phœnix.

At HONG KONG.—From Liverpool, March 28, Everest. From Hamburg, 27, Catharina.

At SINGAPORE.—From London, April 7, Anne Dymes. From Bordeaux, steamer Arrogante.

At BATAVIA.—From London, March 11, Erna.

DEPARTURES.

From SHANGHAI.—For London, March 23, Andreas.

VESSELS LOADING.

At YOKOHAMA.—For U.K., none; for New York, Rifleman, St. Dunstan.

At SHANGHAI.—For London, Andreas (full), Magellan. For New York, Tavistock.

At HONG KONG and CANTON.—For London, Chaa-sze, Monkchester; for New York, Mathilde.

At MANILA.—For London, Esperanza; for Liverpool, Dora, Feliz, Mary Warren; for Cork, Annie Laity Banfield; for New York, Gaspee.

At SINGAPORE.—For London, Eleanor, Foam, Meggie; for Liverpool, Kinfauns Castle, Lancastria, Maraquita; for Marseilles, Isaure; for Boston, Humbolt.

At PENANG.—For London, Margaret Falconer, Zephros.

At BANGKOK.—For England, Queen of the Ocean; for Falmouth, Magdalena, Ivy, Nenhof, Ernst.

SHIPPING REPORT.

SHANGHAI.

Phœnix, British ship, left Milford on October 6th; strong gales until clear of the Channel. Sighted St. Agnes October 8th; fine weather to the Equator, which was crossed on November the 7th. Light winds to the meridian of the Cape; strong westerly breeze from thence to St. Paul's Island, which was sighted January 1st. Made Sandalwood Island February 1st. Light winds from thence until received pilot on board. March 17th, at daylight, Saddles bearing S.W., distance about 12 miles. Arrived at Woosung March 19th. Unable to cross the Bar, draught of ship 20 feet. Spoke the following vessels:—December 12th, Lubeck ship, China, from Cardiff for Rangoon, and barque Pampero, from Hamburg for Shanghai.

The British ship Adelina left Penarth Roads on November 2nd. In lat 30.30 N., long. 19.30 W., experienced a very heavy N.W. gale; lost quarter boat and part of top-gallant bulwarks. Had very light winds inside the Cape de Verde Islands. Crossed the equator on December 6th, and passed the Meridian of Greenwich January 4th. Came through the Straits of Ombay on the 13th of February, and through the Gillolo passage on the 19th of same month. Light variable winds to the Pellews, thence strong E.N.E. and light Southerly winds to the Lewchews and Mino-Sima Islands. In coming between these islands had strong S.W. winds with much rain, afterwards very variable winds and weather. Off the Saddles strong N.E. winds.

HONG KONG.

The British ship John Norman, from New York on the 30th October, reports having experienced severe gales of winds from the S.E. and S.W. on the 2nd November, which lasted for two days. Passed the line in the Atlantic on the 6th December in 27 W. long., after which had moderate weather to the Cape, excepting in one gale, in which a good many sails were lost. Crossed the meridian of the Cape on the 7th January, in 39 S. lat., after which had strong N.E. gales for several days. Passed Sandalwood Island on the 14th Feb., came through Ombay Passage on the following day, and from thence through Bouro and Giliolo Passages. On the 19th February, when becalmed off the Catherine Islands, the vessel was found to be drifting in shore; the small anchor was then let go with fifty fathoms of cable, Catherine Islands at the time bearing E. by N., one mile distant; at 8 A.M., a light breeze came from the N.E., and the vessel was kept away to go to the westward of the island. About 10 A.M. same day passed over a rock close under the ship's bottom, which gave nine fathoms by the lead when thrown, immediately the rock was seen; after this steered north and found much deeper water. This rock is not laid down in the charts. Catherine Island is S.E. by E., and Shangee Island N.E. The John Norman spoke the following vessels, February 12th, lat. 14 S., lon. 115 E.: Golden Spur, London to this port, 84 days out. On the 24th February, British ship Leander, London to Shanghai, 80 days out; same day saw the Hamburg barque Catherina, Hamburg to Hong Kong, 117 days out. February 25th, the barque Charmiam, Sunderland to Hong Kong, 108 days out.

COMMERCIAL POSTSCRIPT.

SHIPPING.

ARRIVALS.— —, At Deal, from Java, Seringapatam; May 1, at Liverpool, from Singapore, Kahlamba; April 31, at Queenstown, from Manila, Doriga; 18, at New York, from Singapore, Dunmore; 20, from Yokohama, Benefactor; 21, from Canton, J. H. Jessen; 30, at Texel, from Banjoewangie, Quartet; 24, at Rochefort, from Bankok, Emmanuel; May 4, at London, from China, &c., Ajax, str.; 2, in Downs, from China and New York, Warren Hastings; 3, off Dungeness, from Java, for Rotterdam, Java; at Glasgow, from Singapore, Bogota; 1, at Texel, from Banjoewangie, Auguste, Zeebloem; at Brouwershaven, from Banjoewangie, Paul Johan, Whampoa; at Gironde, from Saigon, Yedo; prev. to April 30, at Havana, from Macao, Malabar; April 22, at New York, from Shanghai, John Banks, Virgilia; from Singapore, Alert; May 4, off Plymouth, from Foochow, John C. Munro.

DEPARTURES.—April 29, from Marseilles, for Saigon, Camentin; May 4, from London, for Cardiff and Japan, Agra; 2, from Liverpool, for Shanghai, Wm. Turner; for Hong Kong, Veronica; for Singapore, Prince Waldemar; from Sunderland, for Java, Shedrecht; 5, from London, for Hong Kong, Corea; from Amsterdam, for Singapore, Singapore; 3, from Cardiff, for Hong Kong, Jalawar; for Singapore, Eureka; from Liverpool, for Singapore, St. Thomas; 2, from Glasgow, for Batavia, Annie Storey.

LAID ON.—At Liverpool, for Shanghai, Cleta; for Pernambuco and Shanghai, Onsuri.

SPOKEN.—Come Along John (?), barque, of Hong Kong, Jan. 31, in Dampier Straits; Larry O'Davidson (?), bound to Foochow, Jan. 31, in Dampier Straits; Joseph, Cardiff to Shanghai, in the Gillolo Passage; Mentor, Amsterdam to Batavia, 42 N., 13 W.; Bogota, Singapore to the Clyde, Feb. 5, 30 S., 46 E.; Pettey (?) (Spanish barque), Manila to Falmouth, 63 days out, Feb. 12, 35 S., 25 E. Auguste, Java to Amsterdam, April 14, 36 N., 37 W. Senior, Amsterdam to Sourabaya, April 10, 43 N., 12 W.; Coquimbo, from Colombo, March 31, 11 N., 32 W.; Alcyone, Yokohama to New York, February 8, 16 S., 104 E.; Dorothea, Manila to Falmouth, February 9, 20 S., 100 E.; Bengal, Manila to Boston, February 11, 19 S., 95 E.; Eliza (N.G.), Siam to Falmouth, March 6, 35 S., lon. 2 E.; Helen Black (supposed), Aberdeen to Nagasaki, March 21, 6 N., 2 W.; Johanna (Russian ship), London to Batavia, March 14, 1 N., 22 W.; Achilles (s.s.), Liverpool to Shanghai, March 23, 25 S., 52 E.; Lola, Shanghai to New York, March 3, lat. 34, lon. 30 E.; Argo, Rotterdam to Batavia, February 17, 28 S., 33 W.; Aurora (Dutch barque), bound to Amoy, in the Gilolo passage; Hendrika, Batavia to Amsterdam, March 24, 7 N., 31 W.; Whinfell, Cardiff to Shanghai, March 24, 3 S., 87 E.; Freya (Hamburg barque) for Singapore; Eleanore and Laurent (French barque), for Singapore; Cleopatra (barque), for Singapore; a Dutch ship (supposed the Nieuwe Waterweg), Newport to Singapore, in Banca Straits; Arab Steed, London to Singapore, in Banca Straits; Lammermuir, Bangkok to London, March 31, 1 S., 21 W.

FREIGHTS AND CHARTERS.—The Admiralty have invited tenders for the conveyance of the following stores:—1 ton (heavy) iron and nails 6 tons (light) barrows, oil, &c., for Colombo, at Woolwich; 19 tons (light) blankets, for Point de Galle, at the Tower; 1 ton (heavy) iron and nails, 1 ton (light) paint, oil, &c., for Trincomalee, at Woolwich; to be shipped from the Thames, for Ceylon.

MISCELLANEOUS.—At Mauritius, March 20, Sea Belle, Leslie, from Saigon, for Falmouth (see casualties); from Saigon, Hooghly, Veillet, and Francis, Parnet.

A GOLD CURRENCY FOR INDIA.—The Indian Currency Commission, as was stated in the House of Commons by Mr. White, the member for Brighton, some short time ago, has concluded its deliberations, and no doubt has sent in a voluminous report to the Government of India, yet nothing has been done, as is acknowledged by Sir Stafford Northcote. Fourteen months have elapsed since the inquiry was concluded; in the meantime the cry among the European community of India for a lega tender gold currency has almost died out, and the subject apparently reverts to its old phase of one too difficult to grapple with and legislate upon. During all this long period of delay, more gold is continuing to be added to the general stock of the world, and it knocks occasionally at the door of India as a half-obtrusive or unwelcome guest, simply because the Government cannot, or will not, see that the longer the free circulation of gold is denied to India, the more will the commercial and general progress of the country be retarded. The preponderance of enlightened financial and commercial opinion in India is undoubtedly in favour of the gold currency, and the native prejudice in favour of the silver rupee is described as not altogether insurmountable. Why, then, it may be asked, should this important question be allowed to lag and drop behind? To the Indian Government it must be palpable that where money has to be distributed over such vast territories as are comprised within our Indian possessions, a currency more portable and easy of transmission than silver is a great want. The recent attempt to make the English sovereign pass for ten rupees in India having apparently failed, it now only remains for the Government either to introduce a ten-rupee gold piece, under that or some distinctive title, making such coin a legal tender conjointly with silver, or to abandon the matter altogether. It has been suggested that such coins should be of pure gold, as in the days of Akbar and his successors, down to those of Lord Cornwallis; and, though the absence of alloy might be a disadvantage as regards the abrasion or friction of the coins, a pure coinage would be highly prized by the native portion of the community; or there might be a comparatively small admixture of alloy, in place of following to the letter the English standard of one-twelfth alloy to eleven-twelfths pure.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and hipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, WEDNESDAY, MAY 6, 1868.

THE TELEGRAPH TO INDIA.

NOTHING further has transpired regarding the renewed effort recently made to procure from Government some recognition of the necessity of improved means of telegraphic communication with India. The subject still continues to be discussed, and now the Ministerial crisis is to all appearance tided over for the present we may hope that Her MAJESTY'S Ministers will find time to attend to it. Mr. CYRUS W. FIELD, the eminent American electrician, has written to *The Times* to express his surprise at the indifference of the Government and people to the connection of England with India, China, and Australia, by reliable submarine cables. After adverting to the splendid success achieved in the laying of the Atlantic cable, he goes on to show that the twenty-four submarine lines now in operation are all earning good dividends, and continues :—"When England "shall be connected by direct cables with her great Indian "possessions, and also with China and Australia, we shall have, "I have no doubt, to record another dividend-paying line, quite "as remunerative as the Atlantic, if not more so." Our Government can now, in case of emergency, send instructions in a few minutes to our representatives in the United States or Canada, while days, if not weeks, must pass before they can exchange communications with India. "I see no reason," Mr. FIELD says, "why a year should elapse without efficient submarine cables "being laid from Suez to Bombay. It can be done ; it ought "to be done ; and I believe it would yield a good return upon "the capital invested."

The proposal of Sir R. A. GLASS to lay a submarine cable between Falmouth and Gibraltar, and thence to Malta, appears to have been quite lost sight of. From Malta a message would reach Alexandria by the existing route, and the Pasha of EGYPT has offered to place the line up the Valley of the Nile under the management of an English company, while Sir R. A. GLASS is of opinion that there would be no difficulty in reaching Kurrachee by laying a submarine cable (starting from the terminus of the Egyptian line) round the Arabian coast, touching at Aden and Muscat. We should thus have a line by which it is asserted that a message could be received from India *in half an hour*. Too much stress has been laid on the argument that a chain of submarine lines would obviate the risk of interruption from war or political complications that must exist with a land line traversing several continental countries. The supposed immunity from interruptions of this nature is, indeed, quite a fallacy ; for, in time of war, the Mediterranean cables might easily be fished up and cut. A far more cogent argument against continental land lines was lately brought forward in the *Money Market Review*, a writer in which journal reminds us that the French Director-General of Telegraphs openly claims the right, not only of keeping copies of all messages passing through the French system, but also of refusing to forward any of which he may disapprove, and that he actually sends copies of our Indian telegrams to such bureaux as he considers will be likely to take an interest in the subject-matter thereof.

ADVICES from India received by last mail announce that the question of granting a guarantee on the capital required for the Euphrates Valley Railway was engaging the attention of the Indian Government and the commercial community, in consequence of Mr. W. P. ANDREW having officially brought to the notice of the GOVERNOR-GENERAL a correspondence on the subject between himself and Her MAJESTY'S Secretaries of State for Foreign Affairs and for India.

THE MAIL SERVICE.

IF the outward mail service works as well as the inward, the directors of the P. and O. Company deserve to be congratulated in the degree of success they have so far achieved. The mail delivered on Monday last was the fourth in succession under the new contract that has arrived punctually according to the time-table ; and although we must of course expect occasional variations with the changes of the monsoon, this admirable beginning must be accepted as a guarantee that, in the absence of any unforeseen or unusually detrimental circumstances, the company is fully equal to the efficient performance of the task it has undertaken. The regular departure of the mails on Friday, and arrival on Monday, seems to give general satisfaction. At present the French service sometimes clashes rather awkwardly with our own, but this inconvenience will probably not be of long duration, for it is announced that the French Company is about to raise additional capital for the purpose of extending its operations in India and China, and whatever change may be impending will doubtless be framed with a due regard to the working of the P. and O. service. It is unfortunate that, although the mails have so far been delivered in London with unvarying punctuality, the benefit of this is in a great measure lost to the public by some mismanagement on the part of the Post-office, by which the delivery of the letters is unreasonably retarded. Thus, the last inward mail reached London considerably before the appointed hour on Sunday, yet the letters and papers were distributed by instalments, and many were not delivered until midday on Monday. This delay is surely as unnecessary as it is vexatious.

FRANCE AND JAPAN.

THE news of the massacre of the French boat's crew at Hiogo created an immense sensation in France, and, until the receipt of a telegram announcing that reparation had been made, there were considerable apprehensions of war. Orders were at once sent to the steam frigate *Minerva*, stationed at Reunion and Madagascar, and the iron-clad corvette *Belliqueuse*, now in the Pacific, to proceed to Yokohama to reinforce the naval division in China and Japan waters. The *Patrie* had an article in which it remarked, "Owing to the foresight of the Emperor's Government, our naval division in the Japanese waters now consists of the steam frigates *Junon*, *Minerve*, and *Venus*, the iron-clad corvette *Belliqueuse*, the steam corvettes *Dupleix* and *Laplace*, and the despatch-vessels *Monge* and *Forfait*. Moreover, the French admiral is authorised to avail himself of our establishment in Cochin China for all the resources of which he may stand in need, and particularly to take there as many marines as he may want. France, therefore, without having made any extraordinary armaments, and merely from the result of able combinations, finds herself at this moment mistress of considerable forces in Japan—forces sufficient for the protection of her national interests and the necessities of her policy in the extreme East." The *Patrie* also published an authoritative denial to a statement that the French military mission in Japan had taken part with the Daimios against the SHIOGOON. It now seems to be the general opinion that ample atonement has been made, and that peaceful relations will be maintained.

Our Paris correspondent says :—

"The semi-official statement in the *Patrie* has no doubt been induced by complaints made in the press that France had been of late ill-represented in Japan, and one of the results of its publication is a cry of coming hostilities in that quarter of the world.

"There is uncertainty here about what has become of Colonel Chanoine and his contingent. One party says that the colonel and his men were cut to pieces at the battle of Osaka ; another that the little army took care of itself somewhere in the neighbourhood of Yedo. Certain writers are very angry that the authorities here in Paris do not clear up the point, and one writer says :—'If Colonel Chanoine and his men still exist, they may have realised the project of recommencing the civil war.'

"The late despatch, by way of Kiachta, announcing that twenty Japanese had been decapitated, and an indemnity of 750,000 francs paid, for the murder of some French subjects, gave much satisfaction, and the new Government is patted on the back with much condescension. The facts are evidently (part of them avowedly) taken from the *London and China Telegraph*, but the comments are purely French, and puzzling in the extreme. Perhaps some of the writers did not quite understand what they were writing about."

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THE AUSTRIAN EXPEDITION TO THE EAR EAST.

THE arrangements for the Austrian expedition to the Far East are at length complete. It will consist of the frigates *Danube* and *Friedrich*, and will sail next month, under the command of Rear-Admiral Petz. Consuls for Shanghai and Yedo, with a staff of interpreters, &c., will proceed overland, and join the expedition at Singapore. Treaties are to be concluded with Siam and Cochin China, as well as China and Japan, and the expedition will proceed from the latter country to Chili and other South American States. The following details are from our own correspondent :—

It is wonderful to think of the many difficulties that have been purposely or unintentionally thrown in the way of the long-projected Austrian Expedition to the Far East, and now again it has been subjected to the rigorous ordeal of the financial part of the question, from the first stage of which it has happily escaped to the surface. The subject of the latest difficulty was to solve the problem of the proportion of the expenses to be borne by the two Treasuries, for though Hungary has an equal interest in the expected advantages to be derived from the opening of trade with the East, her Minister of Finances flatly refused to bear one-half of the expense, and would only consent to pay a quarter, that being the proportion that Hungary has taken over of the Austrian national debt. A deputation, consisting of Ministerial Councillor Dr. von Scherzer and Captain Wipplinger, of the Imperial navy, was sent by the Minister for Commerce at Vienna to negotiate with the Hungarian Minister of Finance at Ofen-Pesth, and the result was the agreement to pay a fixed sum of 130,000 florins, Austria proper bearing all the other expenses. That part of the question being thus settled, the next step was to select a leader or commander-in-chief. It was originally intended to appoint Vice-Admiral Tegethoff to the command, and that officer would have readily undertaken the responsibility of the mission, but, having lately been appointed to an important function at home, he could not absent himself for two years—that is the period the expedition is estimated to last—without prejudice to the service. Baron Wullenstorff, of *Novara* memory, would gladly again have taken charge of the Embassy, but he is incapacitated from doing so, though more from ill health than old age, and the chief command is given to Rear-Admiral Petz. Two Consuls are to be sent out with the expedition —one for Shanghai and the other for Yedo. Dr. Von Scherzer, the historiographer of the Novara expedition, goes out as Consul-General, and is to organise the Consulates in the East, residing either at Shanghai or Yedo, as he may deem most useful for the interests of Austria. The second has not yet been appointed, but he will be a Hungarian learned in the law, as the Consuls will have judicial duties to perform, as now exercised in the Levant. There will be further sent out two *Chancelliers-de-Consulat*, a Secretary of Legation, and an Attaché—the two latter for the purpose of drawing up the international treaties, and two interpreters will be engaged at Singapore. It is considered an important improvement of the original programme that the expedition will be accompanied by no less than eight commercial gentlemen, three of whom will be Hungarians. On the other hand, the scientific department will be probably abandoned, as the time will not allow much to be done in the way of observations and mensuration.

The vessels selected for the service are the steam frigate *Donau* or *Danube*, and the steam corvette *Friedrich*, which are now getting ready for sea at Pola, and are under orders to sail from Trieste at the end of June, in the hope they will arrive at Singapore in four months. The civilians will leave Trieste on the 1st of August by the overland mail and meet the ships at Singapore in October. After concluding in the first instance treaties of commerce with Siam and Cochin China, the squadron will proceed to Tientsin, and endeavour to conclude the treaty with China before the end of this year, in which case they will go on at once to Japan. Some of the commercial gentlemen will remain for some time in China and again join the expedition in Japan, either at Yedo or Nagasaki as may be agreed upon.

After the successful termination of the mission to the East the expedition will cross over to South America, in order to negotiate similar treaties with Chili, Uruguay, and Paraguay, and then return after an absence of two years, if all goes well, to Trieste after a circumnavigation of the whole globe. The total expense of the expedition is estimated at between 520,000 and 550,000 florins. The foregoing gives a description of the present position of the affair according to the latest accounts received from Vienna, but I should be unwilling to undertake a guarantee that all the difficulties are overcome, and that the expedition will really start at the time appointed. On the contrary, reasoning from analogy with the past, there is much room to doubt even now if it will not be needful to postpone it till next year, or even *sine die;* for it has still to pass the double ordeal of asking for the consent and approbation of the House of Commons of Austria and of that of Hungary, and the jealousy existing between those two august assemblies is at present strongly excited by various differences of opinion and policy, so that they by no means present a pattern of harmony and brotherly affection.

SOME further details as to the recent progress of the Suez Canal Works have just been published. It appears that in the month ending March 15 the total extraction of earth amounted to 1,554,630 cubic metres, as compared with 1,466,428 cubic metres in the month ending February 15, and 1,130,386 in the month ending January 15. The quantity of earth remaining to be extracted, March 15, 1868, was estimated at 36,005,131 cubic metres. It is now calculated by the believers in the enterprise that the canal will be completed at the close of 1869.

THE MONT CENIS ROUTE.

We learn from Florence that on the 1st inst. the Franco-Italian Commissioners completed their examination of the Mont Cenis Railway, and authorised its being opened for goods traffic for a fortnight prior to the opening for passengers. On the return journey of the Commissioners from Susa to San Michel the time occupied was 5h. 30min., including 1h. 15min. stoppages. The average running speed was about twelve miles an hour. *The Times*, correspondent says :—"I learn from Mont Cenis that the trial trains began to run some days since between St. Michel and Susa. One engine, with a load of 25 tons, made the journey to Susa on the 20th of April, returning the following day. On the 23rd another engine performed the double journey from St. Michel to Susa and back (96 miles) on the same day, running the 48 miles in five and a-half hours, including an hour stoppages on the road. I am assured that the working of the engines was very satisfactory. The Government inspectors were expected on the line at the end of last month, and if they found all the necessary arrangements as to stock and stations sufficiently complete, no doubt was entertained that they would fix a day for the opening of the line for public traffic."

Continental Intelligence.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 5.

The Austrian expedition to the Far East has now arrived at such a stage of forwardness as to be ready for constitutional discussion by the two Parliaments of Austria Proper and Hungary. Herr von Gorove, the Minister for Commerce at Ofen-Pesth, has intimated at Vienna that the former offer of a fixed sum of 130,000 florins is withdrawn, and that Hungary will pay thirty per cent. of the expenses, but expressing a wish not to be called on for more than 100,000 florins this year. The despatch mentions the unanimity of all parties as to the value of the expedition, and the important benefits likely to be derived from it; and deduces from this that as the quota of the expenses cannot be calculated by the proportionate numbers of the population, but solely by the power of exporting goods suitable for sale in the East, it is but reasonable that Hungary should have to bear a proportionately smaller share than the more commercial half of the empire; and therefore, with a proper respect for the dignity of the Hungarian Crown, the Government of that kingdom are ready to abide by their present offer. The Austrian Government are now engaged in drawing up a Bill on the subject, to be immediately brought before Parliament as urgent, and proposing to grant a credit for the larger moiety of the expenses—because required for the fitting out of the squadron—as a supplementary addition to the Budget of 1868.

Another piece of Austrian news is the failure of the "First Export and Import Company" at Vienna, which was established not more than a couple of years ago with a great flourish of trumpets, and which I reported at the time in one of my letters in your columns. This unfortunate affair may interest many of your readers in the Far East, where several agencies were established. In the balance-sheet filed in the Court of Bankruptcy at Vienna, the debts and liabilities of the company are specified and amount to 446,268 florins; whilst the assets—some of which, moreover, are doubtful—are only 219,546 florins, showing a deficit of 226,000 florins. The managing director was a Mr. S. Auspitzer, and the other members of the board were, A. Wessenberg, C. A. Kohl, Felix Reuterer, Caspar Aufreiter, and J. Grillmayer.

In the North German Federal Parliament Count Bismark has been defeated for the first time. He proposed to contract a Federal loan for ten millions of dollars for naval purposes, and more especially for hurrying on the defences and arsenals at the future two great naval dockyards at Jahde on the North Sea coast and at Kiel in the Baltic. Parliament, however, refused to make any debts, and as the Budget for the army and navy for the present year has been passed some months ago, orders are already given for the greatest economy in both branches of the service. In the army fifteen men in every battalion are to be released from duty with their corps and permitted to return to their homes on furloughs of uncertain duration, though they are of course still liable to be recalled to active duty in case their services are required on a sudden emergency. In the naval department similar measures are being taken; no more expensive *Konig Wilhelms* are to be ordered in England, one thousand seamen are discharged, the works at Jahde and Kiel, commenced so energetically, are discontinued, and the proposed expedition to the Far East is abandoned for this year, so that the inhabitants of Formosa may for the present sleep in tranquillity, without fear of a sudden *coup de main* from the black, white, and red flag. The *Hertha* and *Medusa*, which were selected for the expedition and were being fitted out as speedily as possible, so as to be able to sail at the end of this month, have suddenly received counter-orders and are to be dismantled and laid up in ordinary.

COMMERCIAL.

In Tea considerable sales have been made by dealers, principally in Congou, Souchong, and common to good ordinary Pecco, partly for shipment and partly on speculation. The sales by importers comprised 1,257 quarter chests, and 558 eighths of Congou ex Oscar Vidal from Foochow, as well as 834 packages of Souchong, and 50 do. of Hyson per same vessel; 909 chests of Congou ex Lauderdale (via London); 474 do. Congou, and 101 do. Souchong ex Elizabeth Nicholson (via London), and 239 packages of Souchong ex Grasmere (via Bremen). The prices of all descriptions are firm, and the market exhibits a tendency to rise.

In floating cargoes of Rice no transactions are reported, but a large business has been done in cleaned grain at former quotations. Cassia

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Lignea continues in good demand at 12¼ schillings banco, but it is difficult to be had at that figure, as holders generally are unwilling to sell under 12¾. There is more inquiry for Cloves and higher prices are paid. Pepper firm. Spelter neglected, no sales being reported and prices looking downwards. In discount no alteration.

SHIPPING.

ARRIVED.—Dioscuren, from Whampoo; Drache, from Bangkok (16,670 bags rice); Helene Donner, from Bangkok (at Altona, with 23,432 bags rice and 1,160 chests cassia lignea); British Banner, from Java (at Bremen, with 6,725 bags rice); Richard, from Rangoon (at Bremen with 10,553 bags rice); Marmion, from Bangkok (at Bremen, with 34,240 bags rice); and Amazone, from Rangoon (at Bremen, with 8,546 bags rice).

SAILED.—Madura, to Hong Kong.

THE SINGAPORE GAS COMPANY (LIMITED).

The half-yearly meeting of this company was held on the 28th ult., Mr. C. H. P. STEPHENSON in the chair.

The report and statement of accounts for the half-year ended 31st December, 1867, having been taken as read, the report and balance-sheet were adopted, and dividends at the rate of 7½ per cent. on the preference shares and of 4 per cent. on the ordinary shares were declared. The retiring directors and auditors were then re-elected, and votes of thanks were proposed to the following:—The Local Committee at Singapore; the Board of Directors; Mr. WELLS, the Engineer and Manager at Singapore; and Mr. KING, the secretary to the company. These having been unanimously carried,

The CHAIRMAN made the following remarks:—

Comparing the present balance-sheet with that presented at the previous meeting, it would be observed that the capital account had been increased by the amount of £100, being the stipulated payment to Mr. WELLS upon his completing the company's works in eight months from the arrival at Singapore of the necessary ironwork. This sum had been paid to Mr. WELLS in the form of twenty fully-paid shares of the company. On the credit side it would be noticed that cash at bankers, in hands of secretary, and bills receivable had increased by the sum of £258, while the works and apparatus account showed an increase of £180, including the sum of £100 to Mr. WELLS, and the expenses of laying additional mains at Singapore. The debit side of the profit and loss account showed about £100 less in the amount of coal carbonised against about £100 increase in the amounts paid for gas rental during the half-year. The remaining items in the statement of accounts exhibited but trifling variation from those of the previous half-year.

The CHAIRMAN went on to say that Singapore, in common with other places, had suffered greatly from the late general depression in trade, and although during the half-year 653 lights to private houses, two public lamps, and three stoves, had been laid on, yet on the other hand the gas cut off represented 284 lights, and the number of houses temporarily closed, and consequently not burning gas, represented 225 lights, and two stoves.

On account of the scarcity of vessels at Sidney, the rates of freight for coal to the East had ruled high, which of course had increased the price of coal delivered at the company's works. The termination of the Abyssinian Expedition would in all probability tend to reduce the rates for freight.

With reference to the retrenchments in the working expenses of the company effected by Mr. WELLS, the CHAIRMAN stated that the views of the directors had been carried out to the utmost extent consistent with the efficient conduct of the works. The saving it was estimated would amount to £300 per annum. The CHAIRMAM concluded his remarks with an allusion to the valuable services rendered to the company by Mr. WELLS, in whom, he stated, the directors continue to place every confidence.

LEGAL.

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COURT OF COMMON PLEAS.

NAVROJEE V. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

This was a special case stated for the opinion of the Court, and raised a question as to what amounted to credit within the meaning of the 171st section of the Bankruptcy Act, 1849, which allows a set-off in cases of bankruptcy where mutual credits exist between the bankrupt and other parties.

Mr. Watkin Williams (Mr. J. A Macleod with him) argued for the plaintiffs; Mr. Joseph Brown (Mr. Cohen with him) for the defendants.

The plaintiffs were formerly merchants in London, trading under the style of Dadabhoy and Co., and used to send out to Bombay large consignments of goods, against which they drew bills on native firms in India. The defendants, who have a branch bank in Bombay, were employed by the plaintiffs' financial agents to collect the amount of their bills in India as they became due, and to remit the proceeds to England by draughts on a London bank in plaintiffs' favour. On the 29th of June, 1866, the plaintiffs' firm stopped payment, and executed a deed of inspection, which was subsequently duly registered. At the time of the stoppage the defendants had collected the amounts of certain bills drawn by plaintiffs against consignments to Bombay which had been handed them to collect, and they afterwards proceeded to collect others as they became due until they had received in all over £6,000. But at the time plaintiffs stopped the defendants were also holders of bills accepted or endorsed by the plaintiffs to the amount of £8,300; and as these were dishonoured when they became due, the defendants claimed to set off against them the £6,000 they had collected for the plaintiffs. It was strongly contended, on the part of the plaintiffs, that as they could have revoked at any time the authority of the defendants to collect the bills in India, and as, indeed, in the interests of the general body of creditors, such authority ought to have been revoked on the plaintiffs' stoppage, there was no credit given by the plaintiffs to the defendants, within the meaning of the Bankruptcy Acts, and therefore no mutual credits between the parties; and a case of "Young v. the Bank of Bengal" (1 *Moore's P. C. Report*) was relied upon to support this view.

The Court, however, held that this case was distinguishable, and that as a debt due from the defendants to the plaintiffs would be the natural result of employing them to collect the bills, there was a credit given to the defendants, and that they therefore had a right to set-off.

MISCELLANEOUS.

—o—

AN INGENIOUS INVENTION.

We have been favoured by Messrs. Murray and Dean, of Ludgate-hill, with a specimen of an invention for extracting what is in homely language called "all the goodness" of the tea, whilst using a much smaller quantity of the tea-leaves for infusion, which has lately been patented by Messrs. F. and W. Field, of Newcastle-upon-Tyne. This invention, called the Tea-float, may be roughly described, as follows:—A hollow cylinder of metal is divided into two chambers, the upper part of which is air-tight, and gives the required buoyancy to the whole. The lower chamber, into which the tea is placed for infusion, is perforated with holes so as to admit of the easy admission of water among the tea-leaves. It is a well-known principle in natural philosophy that the hottest particles of water always mount to the top of a vessel; and by means of the float referred to, the tea is always kept in contact with the hottest water in the tea-pot, whereas in the ordinary method of making tea, it remains at the bottom; in other words, it is surrounded by the coldest part of the liquid. Now, in brewing tea, as Liebig has pointed out, two points are to be observed. In the first place, the tea itself must not be allowed to boil, for then the active principle (theine) becomes dissipated, and much of the virtue of the refreshing beverage is lost. Secondly, in order that the theine may be fully extracted, it is requisite that the tea be exposed sufficiently long to the action of the water, at a temperature near the boiling point. The consequence, as the experiments fully established, is that the same strength of liquid can be obtained by using 25 per cent. less of tea by using the "float" than can be obtained without it. Here is a record of some experiments made to test its efficacy:—"A quarter of an ounce of tea was placed in a large brown ware jug, and a quantity, 25 per cent. short of that amount, was inserted in the float in another, both being covered with boiling water, and allowed to stand six minutes for drawing. At the end of this time the liquid was poured into cups and presented to the tasters, who had hitherto been absent from the room, for their opinions as to its merits; but after a severe consideration as to palate, flavour, and colour, they nearly all expressed their inability to point out a difference. Submitting equal quantities of tea to the same process, the strength of that in which the float was used was so much in excess of the other as to be easily discernible without any test at all." The patentees claim the following advantages as resulting from the use of the "float:" (1) it effects a saving of at least one-fourth; (2) it prevents the admixture of any sediment with the liquid; (3) the tea is infused in about half the time usually required; and (4) it is much more clearly for use. The cost of this useful article varies with its size, and will range from one to two shillings.

TRADE BETWEEN FRANCE AND SHANGHAI.—A letter from Shanghai, from a French source, says:—"French trade is not progressing here in the same proportion as that of other countries. In 1861 there were ten commercial houses established here, and in 1867 there were no more, including a branch of the Comptoir d'Escompte (Discount Bank) of Paris, and an agency of the Messageries Imperiales. In 1867, out of 43,000 bales of goods sent from Shanghai, only 2,500 were despatched by the French houses; but 4,800 were sent to France by foreign firms. The cotton and woollen tissues of France do not sell well in these ports; they are dearer than the English, and are beaten by them."

THE ITALIAN TREATY WITH CHINA.—The voluminous papers relating to the Treaty between Italy and China have been published at full length in the *Official Gazette* of Florence. The treaty, which was signed at Peking on the 26th of October, 1866, by Signor Victor Arminjon, captain in the Italian Royal Navy, and the Chinese Commissioners T'han and Tsong, was ratified and the ratifications exchanged at Shanghai on the 12th of November, 1867. The First Article stipulates there shall be amity and everlasting peace between the two countries, with full protection and safety for the subjects of the one in the territories of the other. Italy enjoys the right of appointing Consuls at the open ports; they need not necessarily be Italians, but may be the subjects of any friendly European Power. Consuls are to have in China the rank of Taotei, or district Intendant; and Vice-Consuls that of Teha-foo, or Prefects. Italians may travel and reside in any part of the Chinese dominions. Article II. enumerates the fourteen ports open to foreign trade, among which we observe the names of Tam-sui and Tai-wan-foo, or Formosa. We mention this specially as it completely refutes the German theory of that island not belonging to China, as mentioned in the letter of our Hamburg correspondent in our last impression, and therefore the Germans can have no legal right to take possession of any part of Formosa. Appended to the texts of the treaty are nine annexes containing the regulations of the trade, as well as the tariff of export and import duties in China.

CHINESE COOLIES IN HAVANA.—The correspondent of a New York paper writes:—"Many Chinese are emigrating, but to a country whence they will never return. The waters of the bay of Havana wash ashore weekly the remains of from three to five unfortunate Celestials who, to escape a life of misery and ill-treatment, have taken a summary method of ridding themselves of their troubles. The coolie contract is a very straightforward document to read; but not once in a hundred times are its terms complied with. Bad treatment, severe punishment meted out for the slightest offence, and wretched food, kill one-half of the Chinamen before their term of service expires. About twenty coolies commit suicide every week in this island, so full of humanitarian sentiment. It seems very strange, therefore, that the coolies should continue to contract for labour in Cuba, [illegible] in spite of the usage they receive here. The few Chinamen who are enabled to return to their native country have enjoyed superior facilities to accumulate money, and notwithstanding the warnings to their countrymen against coming here, it appears they still receive the truly Chinese answer; "You have got money; I can get it also."

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Monetary and Commercial.

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and three months ending March 31 last again show a falling off in the exports, the total for March being £14,829,249, against £15,148,707 in the corresponding month of 1867, and £17,520,354 in 1866. The diminution, however, is solely caused by the reduced value of cotton manufactures, the quantities of which, on the other hand, show a large and continuous increase. The number of yards of piece goods, plain, printed, or coloured, exported in March this year was 249,209,459, against 210,096,841 in March last year. The principal instances of decrease have been in apparel, earthenware, haberdashery, hardwares, linen yarns and manufactures, machinery, iron and steel, silk manufactures, and woollen manufactures. Cotton yarn, coals, manufactures of leather, copper and brass, tin, lead, oilseed, wool, and woollen yarn show an increase. The computed real value of the principal articles imported for the first two months of the present year has been £24,959,670, against £25,926,780 in the same period of 1867, and £28,187,005 in that of 1866, but the difference is accounted for entirely by the diminished value of raw cotton. In the quantities imported of articles free of duty during the three months, cotton exhibits an increase of 35 per cent., while wool has fallen off nearly 30 per cent. as compared with last year. The "quantities entered for home consumption" of articles subject to duty indicate some considerable changes. In wheat there is an excess of 40 per cent., in maize of nearly 80 per cent., tea 8 per cent., cocoa say 25 per cent., and wine 15 per cent. over the first quarter of 1867; while coffee, flour, barley, oats, spirits, and sugar show a falling off.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East.

IMPORTS.

The total quantities of the undermentioned articles imported into the United Kingdom are returned as follows :—

TEA.

		1866.	1867.	1868.
Quantity for the month ended 31st March	lbs.	15,625,769	14,830,634	12,630,500
Quantity for the three months ended 31st March	lbs.	29,085,918	41,960,299	41,411,127
Value for the month ended 29th Feb.		£904,237	£805,354	£922,055

RAW SILK.

From		For the Month ended 31st March. 1866.	1867.	1868.
China	lbs.	7,632	10,459	—
British India	,,	—	—	—
Egypt*	,,	343,223	293,321	418,261
Other Countries	,,	113,275	127,072	132,803
Total	,,	464,130	430,852	551,064
		For the Three Months ended 31st March. 1866.	1867.	1868.
China	lbs.	48,320	10,459	—
British India	,,	57,271	—	—
*Egypt	,,	954,151	1,118,969	1,286,391
Other Countries	,,	484,545	687,596	463,131
Total	,,	1,544,287	1,817,024	1,749,522

* In transit from India, China, and Japan.

COFFEE.

From		For the Month ended 31st March. 1866.	1867.	1868.
Ceylon	lbs.	3,879,338	2,216,006	5,136,234
Other British Possessions	,,	514,539	286,706	1,115,704
Total from all parts	,,	5,479,177	3,778,572	9,712,872
		For the Three Months ended 31st March.		
Ceylon	lbs.	7,343,298	6,853,019	12,076,469
Other British Possessions	,,	1,173,767	1,501,918	3,242,201
Total from all parts	,,	12,553,977	11,840,348	22,094,617

RAW SUGAR.

From		For the Month ended 31st March 1866.	1867.	1868.
Java & Philippine Islands	cwts.	48,500	16,271	70,086
Total from all parts	,,	550,077	602,106	793,246
		For the Three Months ended 31st March		
Java & Philippine Islands	cwts.	48,500	16,383	218,095
Total from all parts	,,	1,686,607	1,818,226	2,003,521

HEMP.

From		For the Month ended 31st March. 1866.	1867.	1868.
Philippine Islands	cwts.	15,698	5,787	42,627
Total from all parts	,,	57,620	34,269	49,357
		For the Three Months ended 31st March.		
Philippine Islands	cwts.	15,698	5,787	11,885
Total from all parts	,,	78,217	59,055	112,950

RAW COTTON.

From		For the Month ended 31st March. 1866.	1867.	1868.
China	cwts.	—	—	—
British India	,,	151,543	50,521	135,493
Egypt	,,	98,629	228,871	192,335
United States	,,	508,220	512,988	889,494
Total from all parts	,,	872,287	883,840	1,316,485
		For the Three Months ended 31st March.		
China	cwts.	—	2,041	—
British India	,,	457,450	147,090	238,032
Egypt	,,	246,897	454,005	922,881
United States	,,	1,078,955	999,403	1,681,830
Total from all parts	,,	2,026,409	1,815,219	2,490,806

The clearances for Home Consumption of the undermentioned Imports are returned as follows :—

		For the Month ended 31st March. 1866.	1867.	1868.
Tea from all parts	lbs.	7,279,760	8,407,108	10,999,311
Coffee from Ceylon	,,	1,741,170	1,756,097	1,692,991
Do. from all parts	,,	2,390,697	2,609,180	2,542,260
Raw Sugar from Java & the Philippines	cwts.	22,342	60,645	83,428
Raw Sugar from all parts	,,	822,756	819,598	912,023
		For the Three Months ended 31st March.		
Tea from all parts	lbs.	22,638,395	26,713,967	28,818,589
Coffee from Ceylon	,,	5,380,464	5,600,821	5,447,105
Do. from all parts	,,	7,512,441	8,625,876	8,531,461
Raw Sugar from Java & the Philippines	cwts.	63,755	142,706	188,693
Raw Sugar from all parts	,,	2,234,108	2,698,266	2,555,115

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st March 1868, compared with the two previous years :—

		1866.	1867.	1868.
Coffee	lbs.	26,788,399	21,585,231	37,473,362
Tea	,,	96,106,176	108,190,332	89,791,726
Unrefined sugar	cwts.	2,981,395	2,342,863	1,650,669

EXPORTS.

The total Exports of the undermentioned articles to China and Hong Kong are returned as follows :—

		For the Month ended 31st March. 1866.	1867.	1868.
Cotton yarn	lbs.	523,710	400,188	348,950
Cotton manufactures	yds.	15,386,761	9,808,158	27,653,809
Worsted stuffs	,,	1,572,053	2,297,463	2,168,247
Woollen & worsted cloths	,,	110,888	272,171	198,625
Lead	tons	577	117	1,460
		For the Three Months ended 31st March.		
Cotton yarn	lbs.	1,210,168	796,590	1,611,056
Cotton manufactures	yds.	40,311,175	24,127,341	80,094,178
Worsted stuffs	,,	4,179,911	7,549,823	5,006,546
Woollen & worsted cloths	,,	505,948	481,088	473,714
Lead	tons	1,655	199	2,401

To other countries in the Far East the following quantities were exported :—

COTTON YARN.

To		For the Month ended 31st March. 1866.	1867.	1868.
Ceylon	lbs.	18,000	26,000	28,000
Singapore	,,	68,730	182,080	12,400
		For the Three Months ended 31st March.		
Ceylon	lbs.	56,000	31,000	70,500
Singapore	,,	205,310	718,780	412,600

COTTON MANUFACTURES.

To		For the Month ended 31st March. 1866.	1867.	1868.
Ceylon	yds.	1,257,500	1,979,190	2,020,158
Singapore	,,	3,130,008	7,745,730	1,326,181
Java	,,	6,050,450	78,400	2,128,700
Philippine Islands	,,	—	1,777,200	1,486,900
		For the Three Months ended 31st March.		
Ceylon	yds.	4,436,117	6,748,203	4,970,348
Singapore	,,	10,118,737	18,425,861	17,150,999
Java	,,	10,881,446	8,279,640	6,528,212
Philippine Islands	,,	3,271,180	9,641,565	7,682,820

The following Return contains the total quantity of the several articles named exported from the United Kingdom to all parts during the three months ended 31st March of the present and two preceding years :—

		1866.	1867.	1868.
Cotton yarn	lbs.	34,679,987	39,801,690	50,591,062
Cotton manufactures	yds.	581,818,356	621,976,799	732,428,640
Worsted stuffs	,,	65,724,271	54,778,753	51,468,314
Woln. & worsted cloths	,,	8,853,876	8,400,929	6,101,674
Lead	tons	6,632	4,154	8,863

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and two months ended 29th Feb., 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

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To	For the Month ended 29th February. 1866.	1867.	1868.
China (exclusive of H. Kong)	£390,278 ..	£389,037 ..	£412,498
Hong Kong	187,283 ..	3,427 ..	171,373
Japan	217,589 ..	74,100 ..	39,361
Singap. & Straits Settlements	178,054 ..	175.294 ..	122,941
Ceylon	78,992 ..	104,324 ..	38.812
Philippine Islands	59,449 ..	77,498 ..	99,043
Java	154,012 ..	216,752 ..	116,092
	For the Two Months ended 29th February.		
China (exclusive of H. Kong)	£688,666 ..	£669.880 ..	£907,122
Hong Kong	448,595 ..	144.317 ..	363,518
Japan	217,589 ..	190,954 ..	129,709
Singap. & Straits Settlements	264,305 ..	319,352 ..	348.465
Ceylon	129,980 ..	151,385 ..	84,837
Philippine Islands	120,498 ..	242,097 ..	162.879
Java	154,012 ..	324,116 ..	133,654
Siam	— ..	— ..	268

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-st.

Union Insurance Company of Canton, Dent, Palmer and Co , agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 13, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices May 5.
£10	Agra Bank, A shares	All	9½ to 10½
10	Do. B do.	—	7⅞ to 8¼
25	Bank of Egypt	All	33 to 35
20	Chartered Bank Ind., Aust., & China	All	17½ to 17⅝
25	Chartered Merc. of India and China	All	28 to 29
20	City Bank	10	11¼ to 12½
28½	Hong Kong & Shanghai Bank	5⅝	⅜ to ⅝ pm
50	London and County	20	51½ to 52½
50	London Joint Stock	15	34 to 36
100	London and Westminster	20	68½ to 69¼
25	Oriental Bank Corporation	All	41½ to 42½
50	Union of London	15	33½ to 34½
	MISCELLANEOUS.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	107 to 110
—	Do. Do 1872	100	103 to 105
—	Do. Do. 1882-3	100	109½ to 110⅛
20	Ceylon Company	10	3 to 2½ dis.
20	Do. A shares	5	2⅛ to 1⅛ dis
10	Credit Foncier & Mobilier of England	All	2½ to 3
20	Egyptian Com. & Trading Company	6	5 to 4 dis.
10	General Credit & Discount Company	7½	2⅛ to 2⅛ dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2½ to 1⅜ dis.
50	P. and O. Steam Company	All	57 to 59
50	Do. Do. 1867	5	⅜ to 1½ pm.
10	Upper Assam Tea	All	4 to 5
100	West India Steam Company	60	61 to 63

MANCHESTER MARKETS.

There is but little demand; prices remain quotably unaltered, but offers at a moderate reduction are not generally refused. Mr. Sam Mendel's Circular of yesterday says:—"Quotations are:—Grey Shirtings, 7lbs., 9s. 9d. to 10s. 3d.; 8¼lbs., 12s. to 12s. 3d.; Cotton Yarn, Nos. 16-24, 16d. to 18d.; Nos. 28-32, 1s. 5d. to 1s. 7½d.; Maddapollams, 4s. 6d.; Long Cloths, 11s. 6d.; T-Cloths, 7s. 6d.; White Spot Shirtings, 12s. 9d."

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Heaven is my home, 1s.	The pearl of days, 2s. 6d.
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The wishing cap.	The liquid gem.
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Thy voice is near.	
Remember me.	

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A SUITABLE GIFT for all Seasons will be found in ROBERT COCKS & CO.'S TRICHORD MODEL OBLIQUE PIANO, in Walnutwood, price £50. It possesses a truly beautiful check action, and sonorous tone. Drawings post-free.

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PRICE REDUCED TO 10s. 6d.

TABLES for ASCERTAINING the COST PER POUND of CHINA RAW and WASTE SILK, Laid down in London; all charges paid at rates of exchange from 5s. 6d. to 7s. 6d. per tael for Raw Silk, and from 5s. to 7s. 6d. per tael for Waste Silk.

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CONTENTS, Thursday, April 30th, 1868:—The Province of Quebec as a Field for Emigration—Gold Mines—Federal Parliament—Mr. M'Gee's Last Speech—Hudson's Bay Company—Special Correspondence, &c., &c.

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CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

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JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

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JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

HOLLOWAY'S PILLS and OINTMENT.—BILIOUS DISORDERS.—In no organ of the body does disease present itself so frequently and in such varied forms as the liver, and in no affections is it more important to apply immediate and safe treatment. Holloway's remedies happily place the means of cure within the reach of all; his Pills, aided by energetic friction with his Ointment on the right side, will soon reduce the troublesome dyspeptic symptoms, and perseverance with these preparations will ensure perfect recovery without any great restrictions in habits or diet. This treatment safely reduces the enlarged liver, so often indicative of too great indulgence in the pleasures of the table, nor is it less efficient in repairing imperfect digestion.

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SEASON—1868.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 18th February, to Tuesday, the 20th November, inclusive.

Telegrams must be addressed "GRANT, KIACHTA."
If Express, "GRANT, KIACHTA," Express.
Express Telegrams may be wired on any day of the week.

CHARGES.

Twenty words or under	**Tls. 15**
Thirty „	**20**
And for every additional ten words or under	**5 extra**
Express Telegrams, any number of words	**150** „

The charges are payable by the receiver to Messrs. HALL & HOLTZ, Agents, Shanghai, within THREE DAYS of delivery, otherwise 20 per cent. will be added to the above rates.

Agents at Shanghai . . .	Messrs. HALL & HOLTZ.
„ Tientsin . . .	„ FERGUSSON & Co.
„ Kalgan . . .	„ MATRINSKI & KAZANTZOFF.
„ Ourga . . .	„ TSIDAM ARIEFF.
London Agency . . .	LONDON & CHINA TELEGRAPH OFFICE, 2, Cowper's-court, Cornhill.
Head Office	KIACHTA, ORIENTAL SIBERIA, **C. MITCHELL GRANT, Proprietor.**

ARRANGEMENTS FOR 1868.

The Proprietor has made arrangements to run six couriers per month in May and June, in the event of delay in the transmission of telegrams by the Russian Telegraph Service. It may not be generally known that the delays during the last season were occasioned by the overflowing of the Rivers Irtisch, Obi, and Yenessei; upwards of 800 versts of Telegraph Line were swept away from time to time. As such inundations occur only once or twice in a century, the Proprietor hopes that the precaution he has taken will prove unnecessary. During the latter two months of last season the line worked very well, and Telegrams were delivered to and from Europe in 18 days; the average time being as follows:—

London and Kiachta by Telegraph	**2 days.**
Kiachta and Tientsin by Courier	**12** „
Tientsin and Shanghai by Steamer	**4** „
Total ...	**18 days.**

A courier having been killed by a fall from his horse last year, the telegram bag was lost, and has not yet been recovered. In order to prevent a recurrence of the inconvenience, it is the intention of the Proprietor to open all telegrams addressed to his care, and forward duplicates by the subsequent courier to their respective addresses, unless he be specially notified to the contrary. The number of stations in Mongolia will be doubled this year. Contracts have been made to deliver telegrams between Kiachta and Tientsin in twelve days; the non-fulfilment of the contracts as to time entails a penalty upon the contractors of from 1 to 3 taels per hour (6s. to 18s.), thus giving a guarantee that delay will not occur.

After the first two months of the season, which are the most severe as regards the climate, the contractors will reduce their contract time to ten days.

C. MITCHELL GRANT.

KIACHTA, January 2nd, 1868.

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BROWN AND POLSON'S CORN FLOUR

FOR CHILDREN'S DIET.

BROWN AND POLSON'S CORN FLOUR.

CAUTION.—To obtain extra profit by the sale, counterfeit cheap kinds are sometimes audaciously substituted instead of Brown and Polson's.

BROWN AND POLSON'S CORN FLOUR.

REMARKS ON THE DIETARY VALUE OF CORN FLOUR.

We not unfrequently meet with persons who, with much self-complacency, affect a lofty disregard of what they eat, and who boast that n order to keep their appetites in subjection, they systematically and on principle eat whatever is set before them, quite irrespective of its character or fitness for the circumstances under which they live, endeavouring thus to carry out the recommendation of Solomon to eat only for strength, not for pleasure. The gratification of the sense of taste, however, serves a much higher purpose than is commonly supposed, for, as a general rule, if the appetite be not blunted or perverted by excessive indulgence, our tastes and our requirements are very closely related, so that, in man's natural state, taste becomes, as it were, a sort of instinct, and takes rank as one of God's providences for the preservation of our health. In this way we may explain what is matter of common observation, that a man's taste varies with his age, habits, and circumstances of life. At one time he wishes for, at another scarcely bears the sight of fat; sometimes he craves for animal, at other times for vegetable food. Indeed, the feelings of hunger and thirst, which have reference to quantity rather than quality, are not more evidently instinctive than is taste, which regards only the quality of food. As a guide, it may be safely trusted both as to food and drink, if only we listen to its simple teaching, and do not abuse its confidence.

In no other way than the above can we explain the very remarkbale varieties in the food consumed in different climates; witness the Laplander with his mess of blubber, or the inhabitant of the tropics with his refreshingly cool and juicy fruit. In both these instances taste assumes the part of instinct, and guides the possessor to the selection of a diet which his circumstances render necessary. Hence taste becomes the handmaid of science, and points to a law in the dietary of individuals, telling them what they ought to eat, drink, and avoid. It suggests variation under varying conditions, and notably so in regard to temperature; for, from the two great divisions or types into which all foods are classified—namely, the nitrogenous or tissue forming, and the calorifientac, or heat-creating—it selects instinctively that one which science demonstrates to be most necessary.

A few words on these two types of food will serve to illustrate the dietetic value of the Corn Flour, which is the subject of these remarks.

By the term *nitrogenous* is meant all foods, whether derived from the animal or vegetable kingdom, which contain nitrogen as one of the elements of their composition, in addition to carbon, hydrogen, and oxygen. These foods are also called nutritious—that is, tissue-formers—and the measure of their nutritive value is the quantity of nitrogen they contain. The reason of this is found in the fact that all the tissues of the body, fat excepted, contain nitrogen, and those wherein the nutritive changes are most active, such as muscle and nerve, contain the largest amount of nitrogen. Examples of this food are: meat of all kinds, eggs, milk, beans, peas, lentils, bran, and the inner coat of wheat and flour, or bread, though in the latter we approach nearer to the purely starchy or calorificient group, and so get further from the nitrogenous class.

The calorificient or heat-producing group are foods which contain liittle or no nitrogen, but only carbon, hydrogen, and oxygen. Starch and its varieties, rice, sago, arrowroot, potatoes, and flour; fatty and oily substances, such as butter, cream, and all the varieties of sugar; these make up the class of heat-sustaining foods, and though they do not directly nourish tissue, except where they also contain traces of nitrogen, they nevertheless perform scarcely less important functions in the human body, for, besides assisting in the process of respiration, they develop fat for the protection of the muscles. And, above all, they principally maintain the heat of the body, which is essential for the due performance of all its functions; this they do by the union of their carbon with the oxygen of the air in the process of respiration, in the same way as in the combustion of coal—the residual oxygen and hydrogen being in the proportion to form water.

Such a desideratum, it is believed, is now supplied in the Corn Flour which we manufacture, and which, when boiled with milk, presents such a combination of animal and vegetable food as closely resembles ordinary beef and bread, while at the same time it is in so light and easily digestible a form as will keep the system fully nourished, when the stronger and more stimulating food would only weaken and depress by its indigestibility.

As a pure starch, Corn Flour is peculiarly fitted for the diet of children. Though there seems to be a general impression to the contrary, it is essentially a heat-creating food, and is also one of the most easily digested. And, inasmuch as the proper maintenance of animal heat is of vital importance to childhood, food of this class is at all times loudly demanded by nature. This is attested by the fact that in milk, the very best of infant foods, the heat-sustaining element preponderates largely over the nitrogenous or tissue-forming. The popular belief appears to be that children have a remarkable power of resisting cold. This is certainly not the case with plants, nor is it with animals, least of all is it with man. Heat, whether supplied from within by food, or without by clothing, seems almost by itself to give *life* to young organisms, whether plants, animals, or man. And according to the recent researches of scientific men there seems to be so very intimate and mysterious a connection between *heat* and *life* that some have even ventured to suggest their mutual dependence. The feeble digestive power of children, and their extreme sensibility to cold, are additional reasons in favour of such a food as Corn Flour. Moreover, its slightly alkaline reaction recommends it as especially fitting in those cases where there is any tendency to acidity, a condition which is not only very common, but sometimes very troublesome in early life, and is a frequent cause of diarrhœa and other digestive disorders. It cannot be too often insisted upon that purity, simplicity, digestibility, and the absence of any stimulating quality are, or ought to be, the essential characters in the food of children—and these are the features especially observed in Corn Flour.

But it is not in childhood alone, or even chiefly, that this preparation is so valuable as an article of diet. To the man of business, who is obliged to sit long at his desk, and to all whose calling necessitates close confinement, or whose digestive organs are impaired by over-indulgence, or the use of a too stimulating diet, this simple, easily digested, and non-stimulating food will be found an incalculable blessing. It may be cooked in a great variety of ways; when well boiled with milk, with or without any sugar or seasoning, but better without, and allowed to cool in a shape, it forms a delicious *blanc mange*, unsurpassed by any other preparation for delicacy and easy digestibility. By its bulk it favours digestion when the heavier kinds of food could not be borne, and in combination with either milk or egg it forms a meal scarcely inferior in nutritive value to a steak or chop, while it surpasses them in the fact that it is easily disposed of by even the most delicate stomach. Add to all this, that change or variety in diet is of great importance to healthy nutrition, and we have another reason for recommending this to the public attention. We once heard of a man who was nearly famished on mutton chops, potatoes, and bread, taken day by day without intermission; a change of diet completely restored him. The more variety we can introduce into our food, consistent with other requirements, the better, and hence the obvious importance of a new article of diet.

It has been said that he who makes two blades of grass grow where one grew before is a benefactor of his species. Sir Walter Raleigh, who introduced the potatoe into England, might certainly lay claim to that title. To us belongs the honour, whatever it may be, of being the first in this country to manufacture a pure starch from maize, which is now so well known under the name we give it, viz., Corn Flour. For those who really need a light nutritious diet, we can wish no greater luxury than this addition to their meal.

BROWN AND POLSON,
IRONMONGER-LANE, LONDON, E.C.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

OVERLAND ROUTE.—

Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for

GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY.	From Southampton, every Saturday.
CEYLON, MADRAS, CALCUTTA, BATAVIA, SINGAPORE, CHINA, JAPAN.	From Southampton every fortnight—the day of departure being Saturday.
AUSTRALIA, KING GEORGE'S SOUND, MELBOURNE, SYDNEY, &c., &c.	From Southampton, once a month—the day of departure being Saturday.

The Steamers leave Marseilles every Sunday.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London, or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 9th, 16th, and 24th, and from PANAMA on the 1st, 9th, 17th, and 24th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
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National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
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North German Lloyd's Line, from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departures for China will be from San Francisco:—

June 3rd, July 15th, August 4th, and thereafter monthly.

For further particulars and through passage rates, apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 145, Cheapside, London.

OVERLAND ROUTE VIA MARSEILLES.

SERVICE MARITIMES DES MESSAGERIE IMPERIALES.

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The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

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China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

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New York.—Leave every 14 days from Havre and Brest, for New York.

From Havre, May 7 and 21, June 4 and 18, July 2 and 16.

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Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

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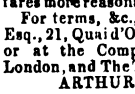
THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from hat port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director

CHINA AND JAPAN, &c.



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Shangha	Tyburnia ...	A1 14 yr.	E.I.D.	With des.
Do.	Jas. Shepherd	A1 13 yr.	W.I.D	To fol.
Hong Kong ...	Whitehall ...	A1 14 yr.	E.I.D.	With des.
Yokohama and Nagasaki ...	Contest	A1 14 yr.	W.I.D.	With des.

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GELLATLY, HANKEY, SEWELL and CO. will despatch the following first-class VESSELS:—

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Calcutta	Furness Abbey..	AA 1	E.I.D.	May 10
Do.	Childwall Abbey	AA 1	E.I.D.	May 20
Do.	Calcutta	A1 20 yr.	E.I.D.	June 6
Shanghai.....	Laurel	A1 13 yr.	E.I.D.	May 7
Do.	Lammermuir ...	AA 1	E.I.D.	To fol.

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
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Bombay ...	Haddington.	AA1	1459	E.I.D.	May 25

No. 22, Great St. Helen's, E.C.

A Regular Trader. Will be very quickly despatched, having the greater portion of her cargo engaged.

DIRECT FOR MANGALORE, CANNANORE, CALICUT, and COCHIN, the beautiful clipper ship LIFE BRIGADE; A 1 8 years; 245 tons register, 500 tons burthen; W. SHEARER, Commander, St. Katharine Docks. This splendid clipper, built in 1866, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With immediate despatch. To follow the "Fort Regent," having the greater portion of her cargo engaged.

FOR COLOMBO and CANNANORE, the magnificent China clipper ship SOUTHERN CROSS, A1 13 years, 668 tons register; CHARLES MACDONALD, Commander; now loading in the London Docks. This splendid vessel, well-known for her very rapid passages, offers a most desirable opportunity to Shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's Bishopsgate-street, E.C.

To follow the "Braunstone." Has the greater part of her Cargo engaged, and will meet with very quick despatch.

DIRECT FOR BOMBAY, THE splendid clipper ship HADDINGTON, A 1 (belonging to the Peninsular and Oriental Steam Navigation Company), 1,459 Tons register; GEORGE KELLY, Commander; East India Docks. This magnificent vessel is very well known in the Bombay trade for her very rapid passages, and offers a most desirable opportunity to shippers of fine goods.

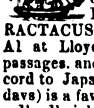
For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Life Brigade." Will be very quickly despatched, having the greater portion of her cargo engaged.

DIRECT FOR MANGALORE, CALICUT, BEYPORE, and COCHIN, the beautiful clipper ship MAID MARIAN, A1 9 years; 311 tons register, 600 tons burthen; J. RICHARDS, commander; London Docks. This splendid clipper, built in 1864, and coppered in July, 1867, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

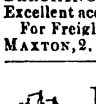
From Liverpool. Line of Packets for Japan.



FOR YOKOHAMA (KANAGAWA). Will sail, full or not full on Friday, 8th May; loading in Salthouse Dock; the magnificent clipper ship CARACTACUS; G. MURRAY, Commander; 679 tons; A1 at Lloyd's for 13 years. Noted for her splendid passages, and having made the quickest passage on record to Japan (say from the Downs to Yokohama in 99 days) is a favourite conveyance.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower-chambers, Old Church-yard.

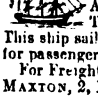
To sail on May 7.



FOR HONG KONG, the well-known Favourite Clipper, INVINCIBLE, A 1 13 years (thoroughly Overhauled and Restored), 657 tons register, CHARLES BEECHING, Commander; East India Docks. Has Excellent accommodation for Passengers.

For Freight or Passage, apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, E.C.

To follow the "Lauderdale."



FOR SHANGHAI.—The splendid Clyde-built Clipper TAMERLANE, AA1, 764 tons register; GEORGE HUGHES, Commander, East India Docks. This well-known ship is celebrated for her rapid passages.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the "Invincible."

FOR HONG KONG, the well-known favourite clipper LOUISA, A1 10 years; 903 tons register; HENRY TILLMANN, Commander; East India Docks. This ship sails very fast, and has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, May 6, 1868.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 282.] LONDON, MONDAY, MAY 18, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN—Osaka and Hiogo	—	—	Mar. 23
Yedo	—	—	Mar. 24
Yokohama	Jan. 27	Mar. 21	Mar. 26
Nagasaki	—	—	Mar. 28
Hakodadi			
CHINA—Peking	—	—	Mar. 23
Tien-tsin	—	—	Mar. 26
Chefoo	—	—	Mar. 28
New-chwang			
Hankow	—	—	Mar. 29
Kiu-kiang	—	—	Mar. 29
Chin-kiang			
Shanghai	Feb. 10	Mar. 27	Apr. 2
Ningpo	—	—	Mar. 29
Foo-Chow	—	—	Apr. 1
Formosa—Tamsuy			
Amoy	—	—	Apr. 2
Swatow			
Hong Kong	Feb. 26	Apr. 6	Apr. 8
Canton			
Macao			
PHILIPPINES—			
Manila	Feb. 10	Mar. 27	Apr. 2
COCHIN-CHINA—			
Saigon	—	—	Apr. 8
SIAM—Bangkok	—	—	Apr. 4
BORNEO—Labuan			
Sarawak	—	—	Apr. 6
JAVA — Batavia	—	—	Apr. 9
MALACCA STRAITS—			
Singapore	Mar. 6	Apr. 8	Apr. 15
Penang			

The present inward China Mail is the fifth that has been delivered on its due date under the new contract. The next, with Hong Kong dates to April 22, will be due on the 1st June. Telegrams in advance of the latter were received via Galle on the 14th inst., and will be found in another column. Via Kiachta, telegrams from Shanghai are to April 17.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Delta, arrived May 16.—From Shanghai: Mr. Broadbent, Mr. Bismarck. From Hong Kong: Mr. Lyall, Mr. Coysh, Mr. Pedder, Mr. Pye, and one second-class passenger. From Singapore: Mr. Mollett, Mr. de la Condamine, and two second-class passengers. From Galle: Mr. Geo. Nicholls, Mr. John Martin.

To Gibraltar.—From Hong Kong: Mr. Gisbert.

To Southampton, per P. and O. steamer Ceylon, expected to arrive May 23.—List not to hand.

By last mail to Southampton, per P. and O. steamer Syria, arrived May 9.—From Shanghai: Mr. Watson. From Hong Kong: Mr. Stratford, Lieut. Hutchinson, Capt. and Mrs. Roberts, Mr. Methuen, Mr. Bristow, and one second-class passenger. From Singapore, Mr. and Mrs. Jackson, three children and servant. From Galle: Mr. Fraser, Mr. Sykes.

PASSENGERS OUTWARD.

Per P. and O. steamer Tanjore, from Southampton, May 16.—To Hong Kong: Staff Commander E. C. T. Yovel. To Singapore: Mr. J. Anderson, Rev. W. B. Flower, Mr. Brennand. To Ceylon: Mr. and Mrs. T. B. Stephen, Miss A. M. Poe, Assistant-Surgeon Bennett, M.D., Captain and Mrs. Caulfield, Ensign Small, Mr. Saunders, Mr. Scovell.

Per P. and O. steamer Delta, from Marseilles, May 24.—To Hong Kong: Mr. E. Whittall, Mr. R. P. Williams. To Batavia: Mr. and Mrs. J. F. Kesting and two children. To Ceylon: Mr. A. Davidson.

Per P. and O. steamer Travancore, from Southampton, May 30.—To Hong Kong: Staff-Assistant Surgeon and Mrs. Kinahan, Mr. J. Bright. To Singapore: Mrs. Caldbeck and son. To Ceylon: Lieut. and Mrs. C. de B. Carey.

Summary of News from the Far East.

JAPAN.

THE NEW PORTS.

A man-of-war, which arrived at Shanghai from Osaka just as the present mail was leaving, brought news of the attack on Sir Harry Parkes, already announced by telegram. The outrage is stated to have been committed by a band of fanatics; Sir Harry escaped unhurt, but eight members of his escort were wounded.

Intelligence from Hiogo to the 23rd March does not quite confirm the information already received by telegraph of the execution of twenty or more Japanese for the massacre of the French sailors. It appears that the twenty-two were brought out for execution, but after two officers and nine men had been beheaded the French Minister interfered, declared himself satisfied and obtained the pardon of the remainder. £30,000 sterling is the amount of the indemnity to be paid. It is to be hoped that this moderation of M. Roche may have the effect of stopping the blood feud created between Japanese and French by the execution of Bizen's karoo.

The English and French Ministers, and some say the Dutch Representative also, have gone up to Kioto, where they expected to have an interview with the young Mikado himself. This would indeed be the crowning point of our intercourse with this country. The *Ocean* was to leave Hiogo for Yokohama—nothing occurring to prevent her departure—on the 27th March, the *Adventure* on the following day.

Business had been actively resumed; the people were returning fast into Osaka and Hiogo, confidence apparently being fairly restored.

Of political news we have none of much importance. Letters from Kioto tell us of a proposition made by Satsuma to remove the young Mikado to some place of greater safety than the metropolis; but this was opposed by the other chiefs. Three steamers have left Hiogo for the North, with troops to assist Sendal against the Prince of Aidzu, who has not yet given in his submission, and on whose conduct alone, as we mentioned last mail, now depends the question of peace or war. But as resistance will really be hopeless after the Mikado's troops are in possession of Yedo, we may believe the reduction of the whole of the country to the north to be only an affair of a few weeks.

YOKOHAMA.

From this port we have advices to March 26th (six days later). The outward mail of Jan. 27th was delivered on the 21st of March. The events of the week are thus summed up by the *Japan Times*:—

Before these lines are published it is probable that Yedo will have been occupied by the troops of the Mikado, and the administration of the Government of the late Shiogoon handed over to the officers of his Imperial Majesty. Stotsbashi has most distinctly and categorically submitted to the Emperor, and in circulars to the vassals of his house has advised all who owe him fealty and obedience to do the same. Abandoned by his foreign allies, with the *prestige* of his arms irretrievably gone, and the mysterious and time-honoured influence of the Mikado used against him by the southern Daimios with consummate skill—submission was clearly his best policy, his only chance, indeed, of safety for the present and possible advancement in the future. Intelligent, enlightened, and liberal-minded, as this young noble has shown himself to be, it would be a real calamity for his country, and for us also, if his victorious opponents should proceed to extremities against him. This, we are glad to say, our information leads us to believe improbable.

The news of the massacre of eleven French sailors near Osaka will long ere this have reached our home readers *via* Nagasaki and China. It is with the sincerest regret that we have to record so quickly after its utterance the fulfilment of our prophecy last mail, when, referring to the judicial murder of Bezin's *karoo*, we wrote of it as establishing a *vendetta*. We

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little thought how soon that death would be avenged, nor how bloodily. It is impossible to deny the connection between the events, as the advocates of our Ministers attempt to do—their relation is simply that of effect and cause. And now where is the feud to stop? Both the Mikado and the Prince of Tosa immediately sent letters of apology expressive of their regret at the occurrence, and twenty-two men concerned in the crime have been executed. A hundred thousand dollars as provision for the families of the victims have been demanded, and it is presumable that so far as the French are concerned the matter is at an end for the present. If M. Roche has asked no more than this he has shown a wise moderation. The support of foreigners is so essential to the Mikado and the Princes of the South, or rather any prolonged quarrel with us would so damage their cause, that they would give us anything we asked in reason, and what they can do to restrain the Samurai they will do. But what is the extent of their power over this class? Of much more importance to us is its goodwill than the offers of the Mikado, and that Frenchmen, at least, are very far from possessing at present. A Japanese noble cannot control his vassals' swords as an English duke can command his tenants' votes, and it may well be that the feud begun at Kobe is not ended by the slaughter at Sakai and its subsequent punishment.

We have given no satisfaction to the Japanese for *our* original fault. The quarrel was begun by foreigners and from that point of view the Samurai look upon the affair and from no other. We hold that the blood of these eleven unfortunate Frenchmen lies, mingled with that of Bizen's officer, at the door of those of the foreign Ministers who compelled the commission of the first crime. Justice will not be satisfied, the reasonable expectations of the Japanese cannot be met, the honour of the Western Powers they mis-represent will not be vindicated, and blood, European and Japanese alternately, will not cease to flow in this quarrel unless these men be recalled and their disgrace duly notified to the Government of our ally. This is a subject which should be argued dispassionately. If so argued, without the introduction of any such disturbing element as national feeling, we shall be seen to be right. The man did nothing more than he held to be proper, and certainly nothing that European law holds to be so wrong as to merit capital punishment. A couple of French soldiers attempted to force their way through his line, in spite of repeated warning, and he resisted them. His demeanour at his death place supports us here. He spoke calmly and deliberately—said that he had been born and bred a soldier, that he knew his duty, that he had done nothing but his duty, and would do it, were it to do again. We may be perfectly sure—we have had too dreadful proof—that his countrymen thoroughly sympathised with him. The Japanese saw in such a deed as that which our Ministers committed a frightful act of injustice, and other blood has flowed to propitiate the shade of the dead. We are all here, particularly Englishmen and Frenchmen, too apt to look at such an affair as this from the "d——d" nigger point of view. India and Algeria have blunted our sense of fairness. But it is to hoped—and we think believed—that statesmen and Parliaments at home will see it in a different light. The result has shown that even the miserable excuse of expediency or necessity is inadmissible. It was a serious blunder, and its consequences no one can yet foresee. And those who committed such a blunder, which has already cost eleven European lives, and may cost many more, are clearly unfitted for the work they were sent here to do—the protection of European lives and interests. In self-defence we demand their recall.

Considerable interest has been excited during the fortnight in a case in the American Consular Court, involving an amount of no less than $85,000. The owners of the steamer *Osaca* sue the Pacific Mail Company for that amount, for damages done to her on the night of the 25th ult., when she came into collision with the company's steamship *Hermann*. The decision of the Court was reserved.

NAGASAKI.

At Nagasaki everything was quiet; a brisk trade was doing in Enfield rifles, which sold readily at $15 each.

The steamer *Augusta* is reported as sold for something between $60,000 and $70,000, of which $11,000 was cash down, and the balance on delivery of the steamer at some place in the Inland sea.

The Russian ship *Amelia* was bought by Messrs. Glover and Co. for $7,500.

CHINA.

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TIENTSIN.

A letter from this port, dated March 22nd, contains the following:—

On the evening of the 14th March the Yamuns reported that the rebels were at Heenheen, 320 li from Tientsin, and that they had been driven there after several severe actions with Ting-paou-chin. The Chinese merchants, however, mention the rebels as being nearer at Jin-kew-heen, 240 li from Tientsin. On the 17th March I had a long conversation with a Chinese merchant who had arrived from Hokeenfoo the previous day. He had been staying with a mandarin on the staff of Ting-paou-chin. He reports that Li-hung-chang, the generalissimo (Kiuchae Tachin) in the north, and I think known to your southern readers as "Li-footai," was expected from the south part of Chihle at Hokeenfoo on the 14th March, with the bulk of the forces under his immediate command, after which it was supposed that the rebels would be attacked on all sides without many days delay; that the Emperor had directed Ting-paou-chin (Governor of Shantung) to proceed to Tihchow, a border city of Shantung, to prevent the rebels going into Shantung; that the rebels, on the day he left Hokeenfoo, were completely surrounded by Imperial forces; that almost daily fighting was going on; that, what with want of food and daily losses by fighting, the rebels could not hold out against the Imperialists many days longer. This man numbered Li-hung-chang's army (the forces under his flag) at over 100,000 fighting men. He says that Tso-tsung-tang has a very large force under his direct command, all placed on the frontiers of Shansi. He placed the chief rebel force at Po-ye and Se-heen, and said they numbered 60,000 men. These places are about 360 li from Tientsin. Having been living amongst the Imperialists with the chief of the Commissariat for nearly six weeks, this man was strongly tinged with Imperialist views of the rebels.

We understand that his Excellency Sir Rutherford Alcock has requested Admiral Keppel to send an additional gun-boat to Tientsin, as speedily as possible. We are led to expect that the French, Russian, and American naval commanders-in-chief will also send gun-boats here immediately, with the view of giving protection to and watching over their respective national interests at this port. The only vessel of war at present at Tientsin, protecting the lives of foreign residents and their properties, and in position for keeping open the communication, is H. B. M. gun boat *Dove*, Lieut. Dunlop. Her Britannic Majesty can, with just reason, expect that other foreign Governments shall contribute their quota of naval protection to the residents at Tientsin, by each stationing a small vessel of war in the port, while Tientsin may be attacked and occupied by rebels.

Mr. Dick, Commissioner of Customs at Tientsin during the last twenty months, left this port two days back in the steamer *Fusiyama* for Foochow, to which port he had been appointed Commissioner of Customs. While Mr. Dick was in charge of the Customs at this port, he did much to simplify and facilitate the transaction of business. He left this port respected by every one, and carried away with him their best wishes. He is a man of whom the Customs service have reason to be proud.

SHANGHAI.

Advices from this port are to April 2nd. The English mail of Feb. 10th arrived out on the 27th March with London telegrams to 29th Feb.; later telegrams to 10th March had been received by Grant's line *via* Kiachta. There is little news of importance. We gather the following items from the *North China Herald*:—

The new flag of the North-German Confederation was formally hoisted on the 22nd March. The ceremony should have taken place on the 1st April, but was anticipated, as the 22nd March is the King of Prussia's birthday. At 8 A.M., therefore, the *Vineta* and the German merchant ships in harbour hoisted their respective flags. At 9 A.M. a salute of twenty-one guns was fired from the former vessel to inaugurate the new tricolour, and at noon a further salute of twenty-one guns was fired in honour of his Majesty.

The property known as Alpha Farm has been sold by auction for Tls. 2,300. Three lots of land at Sikawei brought Tls. 6 per mow. For a plot at Hankow there was no bidding.

The French gunboat *Deroulede* has been sold by auction for Tls. 3,700. The *Mirage* was sold for Tls. 700.

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Report says that the steamer *Douglas* has been chartered by the P. and O. Company for six months, at $8,000 per month, charterer finding coal.

The Taoutai has issued peermptory orders for the immediate interment of all unburied coffins within the district of Shanghai. He says, "For two years past the Revenue Commissioners and military commandants have been urging this; the pencil has been worn bare with writing and the lips sore with speaking; but no attention has been paid, and very few have, as yet, buried their dead. We have, out of our own stipend, interred in the neighbourhood of Shanghai more than six thousand of those who have no relatives or whose relatives cannot afford the cost of burial. Those too possessing the means have, by our orders, interred their dead. Still in many places the unburied coffins are so many as to be almost piled on each other, and now that the spring has come, the foul exhalations from these will be great; so our orders for immediate interment must be enforced, in order to avoid the outbreak of a pestilence. For the burial of the poor we have already given funds, and now issue this for the information of the natives and those from other parts, that all unburied coffins belonging to them must be interred before the Spring Sacrifices (12th of the 3rd Moon, or April 4th). Neglecting this you will be brought before the Court and punished according to law."

Piracy continues to crop up occasionally about the mouth of the Yangtze. A Chinese lugger bound hence to Ningpo was attacked last week by two Cantonese and one Taysan pirate boat, close to the Ruggeds. Fortunately there was a breeze at the time, and the lugger was enabled to run away. There are five Chinese gunboats in port lying idle.

The Bishop of Victoria has held a confirmation at Trinity Church, when twelve candidates presented themselves to receive the rite. His lordship and his acting chaplain, the Rev. George Vaughan have since left for Hong Kong.

A gentleman attached to one of the men-of-war in port was violently assaulted a few days ago by some individual unknown. He was walking quietly down Peking-road when he was passed by three roughs, one of whom turned suddenly round and struck him a violent blow in the face, which felled him to the ground. No motive for the assault can be imagined, neither is the assailant suspected.

An inquiry has been held into the circumstances under which the ship *White Adder* got on shore a few weeks ago. The pilot Hicks was convicted of want of proficiency, and suspended for four months.

The wreck of the *Mary Francis* has been sold for Tls. 240, and the cargo for Tls. 80. We doubt whether purchasers will find much of the latter remaining.

We regret to learn from Hankow that the *Hankow Times* is about to give up the ghost. The badness of the times and want of a responsible editor are alleged as reasons for the demise. It will be much missed, as it has been well conducted, and has contributed many useful articles on Chinese subjects, besides serving as a vehicle of news. We observe that a rifle meeting and athletic sports are announced for the 20th and 22nd April. The Shen-yeu-tai Bank affair remains in *statu quo*.

The U.S.S. *Shenandoah* is at Chefoo, on her way to Corea, to inquire after the *General Sherman*—a difficult enterprise, seeing the unknown state of the coast and the strong tides. We hope she will be successful. A Chefoo correspondent writes:—"The Shantung Nienfei are said to be surrounded and broken; but Chih-li is still in a very disturbed state. Trade, so far as returns go, is wonderfully brisk. I hope sales are keeping pace with importations. The weather is still execrable, windy and cold; but we live in hope that, in a few days, we shall have a change. The Chefoo Taotai has been appointed Salt Commissioner at Hangchow, which is to be regretted; as he is a gentleman, and has shown himself well disposed towards foreigners."

HONG KONG.

Dates hence are to April 8th. The outward French mail of February 18th arrived on the 1st April, with London telegrams to 6th March; the English mail of Feb. 26th, which arrived on the 6th April, brought no later telegrams, owing to the rupture of the Persian Gulf cable.

The only event of any interest is a meeting which took place at the Chamber of Commerce, to consider the system of licensing gaming-houses, at which some resolutions were passed condemning the Ordinance, but the meeting was by no means unanimous in adopting them. The following report of the proceedings is abbreviated from the *Daily Press*:—

A general meeting of the Chamber of Commerce was held on the 2nd April, for the purpose of considering the effect of the present system of Licensed Gambling on the Trade of the Colony. The following members were present:—Mr. Ryrie occupying the chair, Messrs. Taylor, Hitchcock, B. Pallanjee, Rowett, Lapraik, Kaye, Macauley, Zimmern, Pyke, Duncanson, Deacon, and Bosman.

The Chairman, in opening the meeting, said that he confessed that when the question of licensing gambling in this colony was first mooted, he was of opinion that it would not do any harm, and that it might be the means of doing some good; but since the system had been in operation he had made a point of asking the opinion of nearly every respectable Chinese with whom he had come in contact, and they one and all denounced the system as one which was creating much mischief to the trade of the colony, and this was the ground on which it came within the province of the Chamber to endeavour to abolish it—that is, of course, if the information the other members had obtained led them to the same conclusion as that to which he had arrived. He understood that one member of the Chamber was in possession of information showing that the gambling had diminished very materially the number of traders with small means—men who were in the habit of buying twenty, thirty, or up to fifty pieces shirtings, and taking them for sale to the various towns and villages in the neighbourhood. These men, seduced by the allurements of the gambling hells, had abandoned their former occupation, and taken to the less laborious and seductive, although risky, occupation of gambling. He must say that this view of the case had only been put before him by one or two of his Chinese friends. The great evil which he would urge, and the one which they already had, and could obtain more ample proof of, was the number of robberies from employers by shroffs and others engaged in collecting money, and he felt confident that many of the robberies would not have been committed were there not these public gambling-houses invitingly open. He should leave the matter in their hands, to give such expressions of opinion and pass such resolutions as they might think fit.

Mr. Taylor said that the removal of the fear of apprehension and punishment could, he thought, have but one result, and that was very widely and indiscriminately to increase gambling in the colony. There were now a set of men in existence who endeavoured to attract as many to the gambling table as possible. These were the gambling farmer and his associates, for it was notorious that the present farm was carried on by a joint-stock company, and it was their interest to encourage legitimate gambling to the greatest possible extent. The Government found this man and his associates a very convenient tool, but it could hardly be expected that he would serve the Government any further than his own interests were directly concerned. He had first to make the sum of 260,000 dols. to pay his fee, and a commensurate income with this must be over 400,000 dols., a sum of money that represents a vast amount of misery, and one which of itself, employed in legitimate trade, would do much to dispel the pernicious vice. Within his own personal knowledge he knew of the direst effects of this ordinance, some of which he would mention. His compradore could no longer trust a shroff to go out alone and collect money, on account of the attractions offered by the gambling-houses, and he was now obliged to send out two, hoping that one would be a check upon the other. There could be no question but that licensed gambling was most injurious to the trade of this colony, as many had found out by dearly-bought experience. He would offer the following resolution:—"It is the opinion of the Chamber that licensed gambling is affecting the trade of the colony injuriously by encouraging dishonesty amongst large portions of the native population engaged in business, and amongst the native employés of foreign firms."

Mr. Hitchcock, in rising to second this resolution, said that he had questioned a very respectable and intelligent Chinese merchant as to what he thought about gambling, and the reply had been that he thought it was very bad. Trade, to his knowledge, had fallen off 25 per cent. among the small traders, who had, no doubt, given up their business because they thought they could make an easier living at gambling. They also found a great deal of dishonesty among their shroffs and employés. One shroff he had known of was sent to collect 6,000 dollars; having obtained the money, he stopped, on his way back, at a gambling-house, and there lost 690 dollars of this very money. In another case the shroff of a very large steamer running between here and Shanghai was found with a large deficit in his cash account a short time since, and on inquiring into the matter it was ascertained that gambling had been the cause. Here was a man who for many years had borne a most excellent character with his employers, and had always been found honest, through the influence of this very ordinance ruined, perhaps, for life, so far as obtaining employment here was concerned. Among his own servants he had instances of dishonesty from gambling within the last few months, and some who had been honest and trusty for years he had been obliged to discharge.

Mr. Bosman said he had taken some interest in the gambling licensing and when the question was first mooted several very respectable Chinamen had come to him, and asked him to use his influence (supposing that he had some) to get them the farm. The moment they did not get it they were opposed to licensed gambling. He agreed with those who had already spoken that gambling had a bad effect on the colony, but he would ask was the 400,000 or 500,000 dols. revenue now got from it any more than had been paid, in another way of course, for corrupting the police and keeping up a system of spies. With regard to the instances cited by Mr. Hitchcock, he could also cite some instances. There was the great defalcation at the Union Bank in London, and in the Northern Railway at Paris, but from these he was not prepared to say that the Chamber of Commerce of either place had recommended that the Stock Exchange should be shut up. If this ordinance was repealed, then we went back again to the old story of corruption of the police, and all that took place before the ordinance was passed. He would therefore offer as an amendment to the first resolution:—"That before expressing an opinion as to the effects of licensed gambling, this Chamber should appoint a committee to make the necessary inquiries as to the injury caused to the trade of this colony by licensed gambling."

Mr. Duncanson seconded the amendment.

Mr. Ryrie said that his experience was quite different from Mr. Bosman's. His own compradore knew very well that at first he was in

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favour of the gambling ordinance, but had nevertheless expressed to him emphatic disapproval. Another old Chinese friend, when hearing him express his approval of the measure, had replied that he was very much surprised.

Mr. Taylor, in reply to Mr. Bosman's remarks, said that some time since there were public betting-houses opened in London, but the evil influence they exercised was so great that the merchants petitioned Government to shut them up, and they were accordingly closed. It was much better to have a police corrupt than a whole community utterly corrupt.

Mr. Bosman said only a few instances of shroffs gambling had been mentioned, and he did not think there was any immediate danger of the whole community being corrupted.

Mr. Hitchcock said that he objected to Mr. Bosman's amendment. He did not think the Governor wanted any suggestions from the Chamber as to his government of the colony. They were only called together to express an opinion, and this was embodied in the original resolution before the meeting.

The amendment of Mr. Bosman was put to the meeting, and lost by a vote of 3 to 8; Messrs. Bosman, Deacon, and Duncanson voting in the affirmative. The original resolution was then put, and carried by a vote of 8 to 2, one member not voting.

Mr. Rowett then rose, and said that he entirely agreed with what had been said by the supporters of the resolution just passed. His own compradore declared the present system to be most injurious. Very many who never gambled before do so now; and great numbers of those who would not have gone into the low slums where illicit gambling was formerly carried on, do not now hesitate to go openly to the licensed gambling-houses to spend their own or other people's money, as the case might be. The police force was, he thought, now very much changed from what it used to be. At present there was an active and educated man at its head, one who must be quite above collusion of any kind, and the entire force was of a much higher character. He would, therefore, propose—"That it is the opinion of this Chamber that our present police force, with the aid of the influential portion of the Chinese trading community (which would be readily given), are quite competent to suppress gambling."

Mr. John Lapraik said he had much pleasure in seconding this resolution. When he first heard of the gambling ordinance he was in favour of it, but since it had been in operation he had seen reason to change his views. Chinese property, he had good reason to know, had declined 25 or 30 per cent., and he considered that gambling had much to do with this. This was occasioned mostly by a decrease in the number of small shops open. These small traders had doubtless lost all their small capital at gaming-tables, and then been obliged to close up and leave the colony.

Mr. Taylor said that when the Governor first came to the colony he had put down gambling for about two weeks' without himself knowing it. He had sent round officers to say that he would not allow gambling in any form, but the Chinese, after waiting for a fortnight, saw no proclamation on the subject, and heard nothing further, they consequently concluded that these were the words of a man who did not mean what he said. When the present Governor of Canton first arrived, he gave a similar intimation, and followed it up by a proclamation, to the effect that he meant what he said, and the consequence was that gambling does not exist in that city.

The resolution was then put to the meeting, and carried by six votes, seven gentlemen declining to vote.

The meeting then separated.

STRAITS SETTLEMENTS.

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SINGAPORE.

The first outward mail under the new contract—that which left London on the 6th March—reached Singapore on the 8th April, its due date. Advices from this port by the present inward mail extend to the 15th April.

The *Straits Times* says:—

In the Straits Settlements the fortnight has been rather a quiet and monotonous one. Politically there is almost nothing new. Our Legislative Council have not yet begun their labours. But the public have been gratified with a sort of Budget from the Auditor-General, in the shape of a comparative statement of the actual and estimated revenue and expenditure of the colony during the first nine months of the new regime up to the 31st December, 1867. The figures are upon the whole satisfactory. The colony has outrun the constable by $47,948. This is owing to an extraordinary outlay of some $125,000 for Government house and steamers, which was deliberately authorised. But for this there would have been a surplus of ordinary revenue over ordinary expenditure of $76,619 which is to say the least pretty satisfactory.

The second Criminal Sessions of this year was opened on the 9th April by the Chief Justice. The calendar of crime was a very light one, there being only fourteen cases for trial, none of any importance or calling for any notice.

The European community were startled on Good Friday by the very sudden and totally unexpected death of the Commissioner of Police for Singapore, K. B. S. Robertson, Esquire. The loss to the colonial service is very considerable. Mr. Robertson was an able, energetic, and experienced officer, well acquainted with the manners, customs, modes of thought, and wishes of the natives, gifted with tact in dealing with them, and popular with all of them, and especially with the police force, towards whom he always manifested a great and beneficial *esprit de corps* Quite a young man, his term of service extended over fifteen years, fully entitling his widow and family to a liberal pension from Government.

In commercial circles the chief subject of talk has been an exchange operation in Java by the Bank of Rotterdam, a young institution which seems taking firm root over the East, and is evidently determined to show a lesson or two to the older slower going banks who have not yet recovered from their scare at the smashes of two years ago. The Java Government, it appears, have been in the habit of interfering with the normal course of exchange by throwing its paper on the open market from time to time. The managing director of the Rotterdam Bank, Mr. Meyer, determined to stop this, and has bought up at an exceptional rate all the paper the Government can sell for the next six months, stated to be five and a half million guilders, and by this means he can now control the market.

The weather has been characterised by great drought of late, and the wells are getting dried up. In fact only a shower or two within the last two days has put an end to serious inconvenience. This has directed attention again to our waterworks. We learn that the colonial engineer will have a report upon them ready very shortly, that several flaws have been discovered and remedied in their construction, and that it will be probably two months more yet before they can be fairly tried.

The failure of a Chinese hong in the bazaar for, it is said, over $50,000, has given most of our merchants a severe rap across the knuckles, and is merely a repetition of the often-taught lessons to beware of giving reckless credit.

We are sorry to learn that the Maharajah of Johore met with an accident whilst taking an evening drive. It appears that the horses took fright, the bridles broke and they made off at full speed and upset the carriage. Fortunately the Maharajah jumped out and merely sustained a slight injury on one of his legs, but the driver of the vehicle had his feet severely hurt, and the horses afterwards came into contact with a hackney carriage, which was smashed to pieces.

REUTER'S TELEGRAMS.

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(RECEIVED VIA GALLE, MAY 14.)

SHANGHAI, April 16.

Intelligence from Japan announces that the army of the Mikado was near Yedo. The foreign settlement of Yokohama was under the protection of the British troops. No collision with the Japanese was apprehended. Trade was at a standstill.

COMMERCIAL.

HONG KONG, April 22.

Grey shirtings, 6¼ catty, $2 90c. Water twist, 16-24, $120. Tea season closed. Total export, 116,000,000 lb. Exchange on London, 4s. 4d.

SHANGHAI, April 16.

Grey shirtings, 6¼ catty, 2.30 taels. Tea season closed. Silk unchanged. Settlements in fortnight, 1,300 bales; export to date, 54,250 bales. Exchange on London, 5s. 11¼d.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ANGIER—On the 9th May, at Loughton, the wife of F. J. Angier, of the *London and China Telegraph*, of a daughter.

ADAMS—On the 27th March, at Hong Kong, the wife of W. Stanley Adams, Esq., M.D., of a son, stillborn.

HOOPER—On the 27th April, at Albury, Surrey, the wife of Edmund Lewis Hooper, Esq., of a daughter.

KEASBERRY—On the 11th April, at Singapore, Mrs. Keasberry, of a daughter.

LESSLER—On the 6th May, at Ruthven House, Hammersmith, the wife of Paul Lessler, Esq., Consul for the North German Confederation at Bankok, Siam, of a daughter.

RUNGE—On the 8th May, at Bariki Lodge, Grove-lane, Camberwell, the wife of Adolph Runge, Esq., of a son.

TARRANT—On the 14th May, at No. 5, Norfolk-villas, Upper Westbourne-terrace, the wife of Henry Jefferd Tarrant, Esq., barrister, of a daughter.

WILLIAMS—On the 1st May, at Carlowitz Villa, Clapton-park, the wife of E. A. G. Williams, of a daughter.

WOOD—On the 6th May, at Barnsbury, London, the wife of J. L. Wood, Esq., of a daughter.

MARRIAGES.

COWIE—MEAD.—On the 14th March, at Shanghai, China, by the Rev. C. H. Butcher, M.A., George James Webster Cowie, Esq., of Shanghai, fourth son of the late Alexander Cowie, Esq., formerly of Auchterless, Aberdeenshire, and of London, to Emilie, daughter of James Mead, Esq., of Penrhyn, Cornwall. No cards.

CRICHTON—GOURLAY.—On the 5th May, at Cowlairs House, near Glasgow, by the Rev. Dr. Robson, George Crichton, Esq., of Hong Kong, to Marion Harvey, only daughter of the late Robert Gourlay, Esq., of Cowlairs.

HARMAN—SMITH.—On the 13th March, in the Church of the British Legation at Peking, by the Rev. J. S. Burdon, chaplain of the Legation, Mr. G. Harman, of H.I.M. Customs, to Elizabeth Ann, eldest daughter of W. Smith, Esq., Hastings, Sussex, England.

DEATHS.

CRAWFURD—On the 12th May, at 4, Elvaston-place, Queen's-gate, John Crawfurd, Esq., F.R.S., in his 85th year.

CULL—On the 25th Feb., on board the Eliza Shaw, during the voyage from London to Yokokama, Henry Cull, Commander.

O'CALLAGHAN—On the 26th April, on board the steamer Ajax, from Shanghai Frederick Innes O'Callaghan, only son of Daniel James O'Callaghan, Deputy-Inspector General of Hospitals, Bengal Army.

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RICKARD—On the 1st April, at Hong Kong, James G. Rickard, Esq., Agent, Oriental Bank Corporation, Foochow.
ROBERTSON—On the 10th April, at Singapore, Kenneth Bruce Stuart Robertson, Esq., Acting Commissioner of Police, Singapore.

Commercial Report.

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CHINA AND JAPAN IMPORTS.

YOKOHAMA.—No improvement in the market for imports can be reported, increased stock and the alarm caused in Yedo by the reported near approach of the Mikado's troops had almost paralysed trade. For Grey Shirtings and Yarn, although a fair inquiry had existed, sales were small, dealers offering rates which only in a few instances holders were willing to accept; all other goods were entirely neglected. Deliveries, including two full cargoes to Hiogo, were rather small. Quotations were as follows:—G. E. Grey Shirtings, 7 lbs., 38½ yds. 39 in., $2.30 to 2.40 per piece; 8 lbs., 4 to 8, $2.80 to 2.90 per piece; 9 lbs., $3.35 to 3.45. Cotton Yarn, Nos. 16 to 24, $41 to 43 per picul; Nos. 28 to 32, $42 to 44 per picul; Nos. 38 to 42, $40 to 42. Camlets, BBB and S, 56 to 58 yds. 31 in., $16 to 17 per piece; Camlets, SS, 56 to 58 yds. 31 in., $15 to 16 per piece; Camlets, SSS, 56 to 51 yds. 31 in., $13 to 14 per piece; Long Ells (assorted), $8 to 9.50 per piece.

SHANGHAI.—Grey Shirtings: Prices of these goods had again advanced, chiefly owing to the better native advices from the northern market. Best Eagle chops had been sold to some extent at tls. 2.30 per piece, this being the closing quotation; 7 lbs. Eagles had changed hands at 2 taels per piece. Stocks in first hands were materially reduced. It is a fact worthy of note that the last foreign advices from Tientsin represented that market as quiet at rates under those current at Shanghai—while native information was such as to warrant an active inquiry at advancing prices. Sales for the fortnight from first hands, exclusive of goods sold to arrive, were estimated at 150,000 pieces. T-Cloths continued in good inquiry, and large sales were reported both on the spot and to arrive. Transactions since last mail, exclusive of those to arrive, were estimated at 75,000 pieces. In other manufactures there was no alteration to notice. Metals—Iron: We have still to report a dull market for nail rod, sales only amounting to some 4,000 bundles; there had been no fresh arrivals, still no improvement was manifest, and the tendency seemed to be towards a decline in prices hoop; flat and round, no change. Lead continued firm, and we hear of offers, but not large transactions, at 6.35 taels; a fair business done during the fortnight, principally for export, 8,278 piculs reported outwards to Japan and river ports. Holders were asking 6.50 taels. Coals: During the fortnight a speculative demand arose for Cardiff and English coals, which resulted in putting the prices up for these kinds. Other descriptions remained as last advised. Cardiff: Sales had been made from ship at 11.7.5 taels and 12 taels per ton. Godown coals were held at 13 taels to 13.5 per ton, nominally. English and North Wales: Without arrivals or transactions. Anthracite: Without arrivals or transactions. Australian: Newcastle kinds had been sold at 10.7.5 taels from ship. Sydneys commanded better rates, but were without arrivals. Japan: Sales of mixed cargo were made at 6.7.5 taels. Formosa: Without arrivals. Cargo quotations from ship: Cardiff, 12 taels per ton; English, 11 taels per ton, nominal; North Wales, 11.5 taels per ton, nominal; American, 13 taels per ton, nominal; Australian, 10.7.5 to 11.2.5 taels per ton; Japan, 6.7.5 to 7.5 taels per ton; Formosa, 6.5 to 7 taels per ton, nominal. The arrivals had been—3.566 tons from Great Britain, and 423 tons from Japan; together, 3,989 tons, of which 2,642 tons were to order.

FOOCHOW.—The sales reported were as follows:—Grey Shirtings, 8¼ lbs., 1,600 pieces, at $3 10 to 3.25 per piece; do., 7 lbs., 1,000 pieces, at $2.75 per piece; T-Cloths, 2,300 pieces, at $2.25 to 3.20 per piece; Sandalwood, old, 300 piculs, at $9.30 per picul; do., new, 200 piculs, at $4.20 per picul.

HONG KONG.—Cotton Yarn: Further additions to stock had led to very conservative action on the part of buyers, and the advance last noted had been entirely lost. Piece Goods: 7 lbs. Grey Shirtings, 6 to 6.8 lbs. T-Cloths, Drills, and the better qualities of White Shirtings maintained their former values, but all other descriptions were lower. 8.4 lbs. Grey Shirtings had been entirely neglected. T-Cloths found more favour, and 6 to 6.2 lbs. tended upwards. Quotations for American manufactures were entirely nominal, there being none on the market. A parcel of 1,000 pieces Dutch Drills had been taken at $5.10 per piece. Woollens: Blankets were out of stock, and assorted Long Ells were dearer, some slight demand existing, but other kinds had still further declined. Dutch Camlets had been quitted at a reduction of $2 from former values. Metals: A good demand had existed, and a general advance in values had taken place. Lead had been sold at $8. to arrive in two months' time, and there were few sellers of parcels on the spot. Tin was nominally a little lower, but there was no stock, and first receipts would fetch full prices. Quicksilver was $1 per picul dearer. Coal: Arrivals since our last had been one cargo of Sydney to consumers, and a part cargo of 350 tons English, sold ex ship at $12.75. Sales had also been made of 300 tons English, ex ship, at $13 to 13.25, and 300 tons Sydney "to arrive" at $12. Stocks were far from heavy, and with advice of but few cargoes on the way to others than consumers, holders generally were firm. The quotations were:—Cotton Yarn, No. 16 to 24, $114 to 122 per picul; do., No. 28 to 32, $134 to 142 do.; do., No. 38 to 42, $147 to 152 do.; Grey Shirtings, 7 to 7¾ lbs., $2.30 to 2.35 per piece; do., 8 to 8¾ lbs., $2.80 to 2.92 do.; do., 9 to 10 lbs., $3.90 to 4.20 do.; White Shirtings, 54 to 60 reed, $5.40 to 5.30 do.; do. 64 to 66 reed, $6.15 to 6.25 do.; do. 68 to 72 reed, $6.65 to 6.45 do.; White Spotted do., $3.25 to 3.20 do.; White Brocades, $3.30 to 3.25 do.; American Drills, 30 yards, $2.80 to 2.75 do.; do., 40 yards, $5 to 5.25 do.; Grey T-Cloths, 24 yds., and 32 ins., $2.45 to 2.55 do.; do. 24 do. 36ins. $2.60 to 2.45 do.; Spanish Stripes, $1.02 to to 1 per yard; Long Ells, MM Scarlet, $8.90 to 8.85 per piece; do. Assorted, $8.30 to 8.20; HH Scarlet, $8.90 to 8.85; do. Assorted, $8.10 to 8.20; Camlets, SSS, $14.50 to 14.25; do. SS, $15.50 to 16.25; do. S, $18 to 17.50; do. D, $18 to 18.25; do. BBB, $21.50 to 21.25; Lastings, $15.10 to 15.40. Metals: Iron, Nail Rod, Nos. 1 to 6, $3.05 to 2.97; do. Hoop, $3.25 to 3.35; do. Bar, $3.20 to 3.70; do. Small Round Rod, $3.25 to 3.75; do. Wire, $8.10 to 8; Lead, large, $7.85 to 7.45.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—A good demand for shipment to America had continued throughout the fortnight, and settlements amounting to about 1,600 piculs had been made; arrivals having been on a very limited scale, stocks consisting of medium to fine grades had been considerably reduced, and were computed to be not more than 1,200 piculs. This had no doubt curtailed transactions which would have been considerably larger, but for the difficulty of doing business with so few holders. Prices had advanced fully one dollar per picul and the market closed very firm. The current quotations were:—Common, $18 to 22 per picul; good common $22 to 24; medium, $24 to 26; good medium, $27 to 30; fine, $31 to 32; finest, $33 to 35; choice, $36 to 45.

SHANGHAI.—Black: Natives had been firm in their demands for the very ordinary Tea, of which the stock had for some time consisted, and had succeeded in obtaining their prices when business had been transacted. The settlements consisted of third crop Ningchow kinds, at prices ranging from tls. 20 to 20.7.5. Quotations were unaltered. The stock had received no important additions, and was very trivial in size. Settlements for the fortnight, 2450 chests; Stock, 7 chops, or 450 packages. Green: Little had been passing in the market during the fortnight, and prices show no alteration. Common Fychow had been bought at tls. 27 to 28.7.5, and Shanghai-packed at tls. 26 to 36. Only about 800 packages country packed Tea remained in stock. Settlements for the fortnight, 1850 half-chests; reshipment on owners' account, 590 half-chests; stock, 8 chops, or 3800 packages.

FOOCHOW.—No sales had taken place, nor had there been any arrivals from the interior, for which buyers were on the eve of departure. The contracts entered into, so far as known, were not in excess of those of last season, and advances were probably not quite so heavy; but there was a general expectation that there would be much competition up country for fine teas, and that prices paid for them would be in advance of those of last year, while lower grades would attract less attention and be, relatively, much cheaper.

CANTON.—There had not been any transactions nor any additions to stock, which amounted to about 6,000 boxes of all descriptions. New Canton Greens would arrive to market in about three weeks from date, and Scented Teas about ten days later. Advices from the country induce the belief that a higher range of prices than last season would be paid for first parcels.

SILK.

YOKOHAMA.—After the departure of the last mail business was continued on about the previous scale; arrivals however had been limited, and the assortment on offer had become correspondingly inferior. This added to last home advices had tended to check operations and all common sorts were not easy of sale at quotations. Finest silks continued to command extreme rates. Settlements were estimated at 600 bales, and the stock at 700 bales. The quotations (laid down in London all charges included at exchange 4s. 3d.) were as follows:—Hanks—Mybash, Sinchu, &c., Nos. 1 and 2, 34s. 1d. to 35s. 5d.; ditto, 1, 2 and 3, 30s. 6d. to 32s. 4d.; ditto 2, 3 and 4, 27s. 10d. to 29s. 7d.; inferior, 25s. 1d. to 27s. 4d.; Oshu best, 30s. 5d. to 34s. 1d.; Oshu medium, 26s. 11d. to 29s. 7d.; Oshu inferior, 23s. 4d. to 25s. 1d.; Coshu, 1, 2 nom., 28s. 8d. to 30s. 6d.; Coshu medium, 25s. 1d. to 26s. 11d.; Coshu inferior, 22s. 5d. to 24s. 3d.; Sodai, 1 and 2, 26s. 2d. to 30s.; Sodai inferior, 23s. 4d. to 25s. 1d.

SHANGHAI.—Mr. Holdsworth's Circular dated 31st March is as follows:—"The latest dates received from England are by letters to the 10th February, and by telegrams *via* Kiachta to the 10th March, the latter giving more favourable accounts of the London market. Since the departure of the French mail steamer on the 27th instant, for which about 400 bales of silk were purchased, but little business has been transacted, the settlements being estimated at about 250 bales, making a total of 650 bales settled for the past fortnight, of which fully 250 bales are Throwns and Rereeled Tsatlees and Hainings. Prices for common silks have ruled slightly under those current for the previous mail, the decline ranging from 10 to 20 tls. per picul, but chops and all good descriptions remain about the same as last quoted. Arrivals from the interior having come forward on a limited scale, the unsold stock is reduced to 300 bales, including about 100 bales of Throwns and Re-reeled Tsatlees and Hainings, the quotations for the former being 460 to 520 tls. per picul, and for the latter 550 to 590 tls. per picul." The quotations (all charges paid to England at exchange 5s. 11d. per tael) were as follows:—Tsatlee, chop No. 1, 29s. 6d. to 29s. 10d. per lb.; do. 2, 28s. 5d. to 28s. 9d.; do. 3, none; Market, do. 3 and 3½, 22s. 1d. to 23s. 10d.; do. 4, 19s. 4d. to 21s. 4d.; do. 5 and com., none. Karshing Taysaam, chop No. 1, 20s. 4d. to 21s. 4d.; do. 2, 18s. 3d. to 19s. 4d.; do. 3, 17s. 7d. to 18s. 1d.; do. 4 and 5 com., none. Chin Cum Taysaam, No. 1, none; do. 2, 18s. 10d. to 19s. 10d.; do. 3, none; do. 4 and com., none. Yuenfa, and Hainings, No. 1, 23s. 4d. to 24s. 10d.; do. 2, 21s. 10d. to 23s. 4d.; do. 3, 19s. 4d. to 21s. 10d.; do. 4 and com., none.

EXPORT OF TEA AND SILK, SEASON 1867-68.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales &Cases
From June 1 to March 31, 1868	1059770	36147975	44981433		13650585	115839759	53101
Corresponding period last season.....	919887	31865350	47516175		12409163	115731775	46789

Shipments Since:

Mar. 21 per Andrea	From Shanghai	...1,096,396*			
— 24 ... Monkchester	... Canton	... 354,216*			
— 31 ... Hooghly (ml. str.)	... Shanghai, &c.	... —	844*		
Apr. 8 ... Orissa (ml. str.)	... Do.	... —	852		

* Included in above total.

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TO UNITED STATES.

From June 1 to March 31, 1868	...	...	...	...	...	32505534	Pcls. 1173
Corresponding period last season.....	...	...	...	...	...	32267633	519

Shipments Since; None.

TO THE CONTINENT.

From June 1 to March 31, 1868	...	...	...	...	...	1425456	Bales —
Corresponding period last season.....	...	...	...	...	...	1676397	—

Shipments Since; None.

TO AUSTRALIA.

From June 1 to March 31, 1868 ... ... 12,050,083 lbs.
Corresponding period last year 10,737,798

Shipments Since; None.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 2d.	4s. 2¼d.	4s. 2¼d.
Shanghai „ „ ...	5s. 10¼d.	5s. 11d.	5s. 11¼d.
Canton „ „	4s. 3d.	4s. 4d.	4s. 4¼d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	4s. 4d.	4s. 4¼d.	4s. 4¾d.
Manila „ „ ...	4s. 4d.	4s. 4¼d.	4s. 5d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India (Rupees)	301 p. 100 Tls	§217½ to 218 p. 100 dols.
„ Hong Kong	27¾ per cent. dis.	—
Bar silver	11·4 per cent. prem.	11·25 per cent. prem.
Mexican dollars	Tls 73·7 per 100 dols.	1 per cent. prem.

Bous, at Yokohama, 299 to 300 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 3; Old, 16 per cent. premium.
China Gas Company, par.
Hong Kong and Whampoa Dock, New, 7; Old, 15 per cent. premium.
Union Dock Company, 25 per cent. discount.
China Traders' Insurance, 140 dols. premium.
Hotel shares, 25 per cent. discount.
Hong Kong and Macao Steamboat Company, par.

For later quotations see telegrams in another column.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 14, Eliza Shaw. From New York, 19, Ellen Hood.

At SHANGHAI.—From Cardiff, March 30, Emily Flinn.

At HONG KONG.—From London, March 31, Falcon. From Liverpool, April 5, Agamemnon (steamer). From New York, April 5, Warrior (steamer).

At MACAO.—From Havana, March 27, Cataluna.

At MANILA.—From Europe, none.

At SINGAPORE.—From London, April 13, Doon. From Liverpool, 12, Constance. From Newport, Nieuwe Waterweg. From Cherbourg, 1, H.I.M. steamer Freton.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—None.

From HONG KONG, CANTON, and MACAO.—For London, March 25, Monkchester; April 2, Chaasze; for Havana, March 25, Encarnacion; 31, Alavesa.

From MANILA.—For London, March 25, Esperanza; for Liverpool, 20, Feliz; 28, Dora; for Cork, 28, Anne Laity, Banfield; for New York, April 1, Gaspee.

From SINGAPORE.—For London, April 11, Meggie; for Liverpool and Glasgow, 14, Kinfauns Castle; for Marseilles, 3, Isaure.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For New York, St. Dunstan, Rifleman.

At SHANGHAI.—For London, Magellan (full). For New York, Tavistock.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For New York, Mathilde, Condor.

At MANILA.—For London, The Sir Jamsetjee Family. For Liverpool, Mary Warren. For Falmouth, Lorton. For New York, Durham, Franklin, Malay. For Boston, Hazard.

At SINGAPORE.—For London, Anne Dymes, Eleanor, Foam. For Liverpool, Maraquita, Lancastria.

At PENANG.—For London, Margaret Falconer, Zephyros.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To the United Kingdom (there is no vessel loading to New York)), £3 5s. to £3 10s. per steamer, $45 per ton of 40 cubic feet.

At SHANGHAI.—There is no demand for vessels to load home, and although tonnage in harbour is small, rates for coasting charters have further declined. On the departure of the Magellan (nearly full), there will not be any vessel on the berth for home.

At FOOCHOW.—No vessel on the berth.

At HONG KONG and CANTON.—To London £4 per ton of 50c. feet. To New York £3 2s. 6d. per ton of 40c. feet. The Alice (200 tons) and the Spitfire (440 tons) have been chartered to load at Saigon for Bremen at £4 per ton. The Circular of George Holmes estimates the number of disengaged vessels in harbour at 4, representing 1,309 tons.

At MANILA.—The arrival of two large seeking ships, the Sir Jamsetjee Family and Durham, has had a temporary depressing effect upon rates here, but these vessels being now fully engaged, an advance is probable. The former fills up with leaf tobacco for London at £4 10s. per ton of 50 feet. The latter has accepted 844 tons of dry sugar for New York at £3 10s. per ton of 20 cwt., and about 2,300 bales hemp at $12.50 per ton of 20 cwt.

At SINGAPORE.—There is a fair inquiry for tonnage, both for home and coasting. To London and Liverpool vessels on the berth are getting £3 for dead weight and light freight.

At BATAVIA.—Produce continues very scarce, and although no decline in freights has to be recorded, still there is some difficulty in finding employment for tonnage. The current rate to Holland for sugar is 70f. per last, equal to about £3 7s. 6d. per ton E. I. Company's conditions. A brisk business in freights is anticipated as soon as the shipping season fairly opens, say about July.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Mar. 18	Triton	Batavia	Holland
— —	Melissa	Bangkok	Falmouth
— 19	Julia Ann	Nagasaki	New York
— —	Juno	Foochow	Melbourne
— 21	Jupiter	Amsterdam	Batavia
— —	Alexander II.	Singapore	Gibraltar
— —	Mogul	Singapore	London
— —	Helen	Bangkok	Falmouth
— —	Fairy	Bangkok	Falmouth
— —	Oceanica	Manila	London
— 22	Harvest Home	Singapore	Liverpool
— —	Corsair	Foochow	London
— —	Nabob	Shanghai	New York
— 23	Wye	Manila	London
— 24	Rosa del Turia	Manila	Falmouth
— —	Amaranth	Hamburg	Hong Kong
— —	Blanche	Cardiff	Japan
— —	Ophir	London	Shanghai
— —	Hindostan	Manila	London
— —	Cora Linn	Saigon	Falmouth
— —	Param	Yokohama	London
— 25	Ocean Spray	Saigon	Falmouth
— —	Bonnie Lassie	Bangkok	Falmouth
— —	Talbot	Singapore	London
— —	Parana	Yokohama	London
— 26	S. F. Hersey	New York	Yokohama
— —	Æolus	Australia	Batavia
— —	Walcheren	Newcastle	Batavia
— —	Emilie	Newcastle	Batavia
— —	Léan	Bordeaux	Saigon
— 28	W. G. Russell	Manila	New York
— —	Iris	Saigon	Cowes
— 29	Maria Adolfina	Batavia	Amsterdam
— —	Coringa	Manila	New York
— 31	Fearless	Manila	Boston
April 1	Medea	Holland	Batavia
— —	Louis Meijer	Holland	Batavia
— —	Windward	New York	Hong Hong
— —	Bilbaina	Manila	Cadiz
— 2	Wemyss Castle	London	Hong Kong
— 3	Sjofroken	Stockholm	Batavia

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 16th inst., was in gold, to Alexandria £3,000, to Galle £10,000, to Madras £400; in silver, to Calcutta £9,900, to Hobson's Bay £3,000. Total in gold £13,400, in silver £12,900.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—May 13, at Deal, from Macao, for Hamburg, Clipper; 11, off Dover, from Batavia, for Rotterdam, Otto; 13, off Dungeness, from Java, for Amsterdam, Bristol; 10, at Marseilles, from Galle, Rene; 15, at London, from Colombo, Palmerston; 14, at Deal, from Sourabaya, for Rotterdam, Queensland; 11, off Dover, from Canton, Carl Ritter; 14, from Padang, for Amsterdam, Peking; 12, off Dungeness, from Banjoewangie, for Rotterdam, Twee Zusters; 14, from Sourabaya, for Amsterdam, Eastern Empire; 12, off the Wight, from Singapore, for Cuxhaven, Gazelle; 8, off St. Alban's, from Macao, for Hamburg, Leopold; 13, at Brouwershaven, from Banjoewangie, Zeemanshoop; 17, at London, from Colombo, Rockliff; 15, off the Start, from Canton, Petchelee.

DEPARTURES.—May 8, from Newcastle, for Batavia, Hollandstrouw; 10, from Shields, for Galle, Naomi; 13, from Liverpool, for Manila, S. Fernando and Busturiana; from Rotterdam, for Samarang, Susanne Johanna.

LAID ON.—At London, for Yokohama and Nagasaki, Star of the East; for Colombo, Palmerston; for Shanghai, Mary Ann. At Liverpool, for Manila, Amigos; for Mauritius, Penang, Singapore, Hong Kong and Shanghai, Ajax steamer.

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CASUALTIES.—Advices from Mauritius, dated April 18, state that the Sea Belle, Leslie, from Saigon to Falmouth, which put into that port March 20, leaky and with rudder broken, had discharged her cargo, which was partially damaged, and was being supplied with a new rudder; but the leak being in the top sides she would not require docking. The Philip van Marnix, from Java, reported May 14 aground near Brouwershaven, has since been towed off, after lightening.

MISCELLANEOUS.—At Mauritius, April 17, James Aiken, Welsh, sailed for Galle, after repairing; May 25, Heather Bell, Findlay; from Singapore, Achilles (str.), Russell, from Liverpool, and left 26 for Singapore, China, &c.; 27, Macedon, Summerfield; from Saigon, April 8, Madone, Jagoret, from Saigon.

SPOKEN.—Psyche, Liverpool to Hong Kong, May 4, 48 N., 12 W.; Ceres (Prus. barque), Singapore to Hamburgh, April 19, 9 N., 31 W.; Noach, Rotterdam to Batavia, 23 days out, 4 N., 28 W.; Alexander Robertson, Batavia to Rotterdam, 25 March, 22 S., 77 E.; Johanna Antonia, Batavia to Rotterdam, March 29, 23 S., 74 E.; Margaret, Hamburg to Shanghai, Feb. 17, 40 S. 38 W.; Preciosa (Bremen barque), Cardiff to Shanghai, Feb. 21, 24 S., 26 W.; Bathmore (?) (Prussian ship), Cardiff to Singapore, Feb. 23, 33 S., 18 W.; St. Hilda, of London, Capetown to Galle, March 9, 40 S., 41 E.; Esperanza, Sunderland to Hong Kong, May 8, 47 N., 10 W.; Ceres, Singapore to Hamburg, April 5, on the line, 25 W.; Meridian, London to Singapore, April 12, 2 N., 22 W.; Rockliff, Colombo to London, Feb. 28; Nederlander, Newcastle to Sourabaya, March 26, 17 S., 30 W.; Murray (?), Manila to Falmouth, March 4, 33 S., 31 E.; Barnardina (?), Sourabaya to Amsterdam, April 25, 29 (?) N., 42 W., 107 days out.

MISCELLANEOUS.

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THE CHINA AND JAPAN STATION.

On the 11th inst. the First Lord of the Admiralty in introducing the Navy Estimates said:—"With regard to the most important of all our distant stations, that of China, my hon. friend the member for Pontefract said last year that 'We appear to have taken on ourselves the Quixotic duty of being sole protectors of the commerce of every civilised nation,' and of carrying out the police of the seas for the rest of the world. But my hon. friend was probably not aware at the time that, while in the China seas we had 36 ships, the French had at least 22 and the Americans 14; and if the force had been reduced, as he suggested—namely, from 36 ships and 4,082 men to 21 ships and 1,900 men, there would be the greatest danger to the safety of our commerce in those seas, now amounting to about £40,000,000, as well as to the lives of those engaged in it. (Hear.) Of course, we took the opinion of the Foreign-office on this subject, and sent them letters which we had received from Admiral Keppel, whose opinion we asked as to the strength at which the squadron should be kept. In his reply Sir H. Keppel says, 'We have either too few ships or to many open ports where our Consuls require protection.' Admiral King and Sir James Hope also concur with Sir H. Kepple that the China seas do require a large number of ships. It would serve as an illustration of the importance of having a strong force of ships on that station to remind the committee that it had so happened that during last year a revolution broke out in Japan which ended in a civil war, from which the greatest danger was apprehended. In consequence of the unsettled state of Japan and the danger to our treaty rights, Sir H. Parkes wrote to Sir H. Keppel in November last requesting him 'to concentrate at Hiogo as many of Her Majesty's ships as could be spared from other points,' and added that 'a similar course had been recommended by the representatives of those other Powers who had naval forces in Japanese waters.' Very possibly by means of that demonstration we had been able to protect our commercial interests, and there had been no violation of treaty engagements. That is another proof of the valuable service which is rendered by our ships on foreign stations. It was only the other day that we had heard it stated that all the foreign Ministers had left Osaka and repared to Hiogo in order to seek the protection of the ships of war. I should like to know what would have been the consequence if there had been no foreign squadron on that station? Well, last year the squadron consisted of 36 ships and 4,082 men; this year it has been reduced to 34 ships; but the reduction in the number of men is very small,—namely, from 4,082 to 4,008. The reason of that is that it was thought advisable last year to send out, on a special occasion, a large ironclad, the *Ocean*, and we have now got there the *Rodney* flagship as well as the large ironclad, but that is an arrangement which will not be permanently required. I now come to the East Indian station, which is the only one on which we have an increase, but this is owing to a cause which will be readily understood—the Abyssinian War. When that war broke out we had no ships at home, and we sent to the Brazils for two, and two also from the China squadron were placed at the disposal of the East Indian commander. Here again we had another instance of the advantage of having ships available on foreign stations, and Captain Edye, of the *Satellite*, rendered such valuable services in Annesley Bay, in the landing of animals and stores, that, but for him it is doubtful whether the war could have been brought to a close in one campaign."

JOHN CRAWFURD.—This distinguished Oriental scholar and ethnologist died on the 11th inst., at his residence in Elvaston-place, South Kensington. He was born on the 13th of August, 1783, in the island of Islay. His father, Mr. Samuel Crawfurd, a man of sense and prudence, was of an Ayrshire family. He had been brought up to the medical profession, and, visiting Islay, married Margaret Campbell, daughter of James Campbell, of Ballinaley, the proprietor of a small estate which had been for several generations in the family. Their son John was educated in the village school of Bowmore, and to the instruction derived from the master, Daniel Taylor, Mr. Crawfurd used to say he was chiefly indebted for his advancement in life. In 1799 the profession of medicine, for which he never had much taste, having been chosen for him, Mr. Crawfurd repaired for his studies to Edinburgh, where he remained three years. In 1803 he obtained a medical appointment in the Indian Service, embarked for India in April, and landed in Calcutta in September of the same year. For the first five years of his residence in India he was employed in his professional duties with the army, chiefly in the North-West Provinces, in the neighbourhood of Delhi and Agra. In 1808 the same duties took him to Penang, in the Straits of Malacca, where he began to devote himself to that study of the languages and manners of the Malay race which was destined to make him widely known. In 1811, having been brought under the notice of Lord Minto, then Governor-General of India, Mr. Crawfurd was invited to accompany him on the expedition which effected the conquest of Java. After that event, in consequence of his acquaintance with the Malay languages, he was appointed to represent the British Government at the Court of one of the native Princes, and for nearly six years he filled some of the principal diplomatic offices of the island. It was then that he collected the materials for the work which he afterwards published, entitled, "The History of the Indian Archipelago." Java and their other Indian possessions having been restored to the Dutch, Mr. Crawfurd returned to England in 1817, and in 1820 published the work just mentioned. In 1821 he went back to India, and shortly after his return was appointed by the first Marquis of Hastings, at that time Governor-General, to the Diplomatic Mission to Siam and Cochin China. In 1823 Mr. John Adam, *ad interim* Governor-General, appointed him to administer the new settlement of Singapore, on the resignation of its founder, Sir Stamford Raffles. In that position he remained three years, and concluded with the native chiefs, to whom the settlement belonged, the convention by which we hold its sovereignty. In 1826 he returned to Bengal, and was forthwith appointed by the Governor-General, Lord Amherst, Commissioner in Pegu, and eventually, on the conclusion of peace, Envoy to the Burmese Court. In 1827 Mr. Crawfurd finally returned to England, and in the following year published an account of his mission to Siam and Cochin China, and in 1829 another of his mission to Burmah. After this period, long leisure, good health, and an inclination to study and capacity for work enabled him to keep up and perfect his stores of Indian and Eastern information. He was an indefatigable contributor to the Press on matters relating to the East, and indeed on many other subjects. In 1852 he published a grammar and dictionary of the Malay languages, and in 1856 a descriptive dictionary of Malay and the languages of the Philippine Archipelago, works which secured for their author the respect of the philological world. But this list of his services and publications gives but a faint conception of the varied acquirements and genial character of the man whose loss is now deplored by a wide circle of friends. All members of the Geographical and Ethnological Societies will miss the tall form of the evergreen veteran who scarcely ever failed to take part in their discussions, and who, while stoutly maintaining his own views, showed a forbearance and courtesy in listening to others which might well be imitated by all members of learned societies. Of singularly simple and unostentatious bearing, few were more able, and certainly none more ready, to impart sound information to those who sought his advice and assistance. A self-made man, he showed none of that jealousy which sometimes makes self-made men believe that kind of creation ended when they were made. In society, ever hale and hearty in body, ever fresh and vigorous in mind, he seemed to be of no age in particular, but in some sort to belong to all, and thus men of a younger generation both loved and respected him; for they felt that near him they would find warm shelter, not cold shade, that any merit they might have would be fully appreciated, and that they would receive from the mellow octogenarian a sympathy and consideration for all shades and phases of opinion and thought, too often wanting in circles where men of science seem to meet rather as antagonists pitted against each other in an arena than as fellow-soldiers bound to combat ignorance and error to the death. One of the latest public acts of Mr. Crawford was his speech at the banquet to General Cavenagh, reported in our issue of 18th March. Mr. Crawfurd leaves a son and two daughters to lament his loss.

THE COOLIE MUTINY ON BOARD THE "ESPERANCE."—A letter appears in the *Standard* as follows:—"In your journal there is a short account of a mutiny of Chinese coolies on board a ship bound for Havana. If your readers only knew the horrors of the coolie slave trade, I think most of them would wish that the wretches had succeeded, even in mutiny; death itself would be better than the subsequent fate of the coolies on the sugar plantations at Havana, or at the work on the guano islands. Are all our members of Parliament so busy that none can be troubled to make themselves acquainted with the particulars of the detestable slave trade carried on under the name of emigration from the barracoons of Macao? No one can say anything against the admirable system as administered under the surveillance of our consuls in China for supplying our West India Islands with coolies; it is excellent. Far different is it from the kidnapping trade by which coolies are obtained at a much cheaper rate, there being then only one side to the bargain. The Foreign-office must contain many despatches and accounts from the various members of our civil service in China, giving statements about the horrible traffic, 'pig trade,' as the Chinese themselves call it, from the helpless way in which the victims are carried off and sold, first at Macao and then at Havana. Any influential person who may be disposed to take up the cause of the Chinese slaves must be prepared for considerable opposition, the trade being such a lucrative one to those engaged in it. Many persons of better European blood than the degenerate Portuguese of Macao are generally supposed to be implicated in the villanous but dollar-producing business.—I enclose my card, and beg to remain, yours, &c.,—FANQUL."

LONDON MISSIONARY SOCIETY.—The seventy-fourth annual meeting of the above society was held on the 14th inst. at Exeter Hall. Mr. W. E. Baxter, M.P., presided, supported by Mr. G. Leeman, M.P., Mr. T. Barnes, M.P., and a large number of other gentlemen interested in the welfare of the society. The report read by the secretary stated that "For thirty years, between 1831-61, throughout Great Britain and Ireland the receipts amounted to only £416,795; between 1861 and 1866 it slightly increased, and rose to £49,145; in 1867 it reached £52,601. This year it has amounted to £59,264, being an increase on the past year of £6,663." The Rev. Newman Hall moved the first resolution, proposing the adoption of the report. The Rev. Mr. Murat, from China, seconded the motion, which was carried *nem. con.* A resolution re-electing the officers having been carried, a vote of thanks to the chairman closed the proceedings.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and hipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, MONDAY, MAY 18, 1868.

HONG KONG.

THE recently published despatch of Governor MACDONNELL to the COLONIAL SECRETARY touches on some points that we should scarcely expect to find mentioned in a Blue-book. For instance, that terrible philippic against the "waste and extravagance" indulged in by "those assuming the position of partners in the leading houses," which occurs in section 62, can hardly be considered in good taste. True, the almost regal hospitality and munificence that were justifiable in the palmy days of the China trade are quite out of place in these later times of loss and disaster; still, it is not easy to discontinue suddenly habits that have been the growth of many years; and, we believe, that except in a few cases, a good deal has lately been effected in the way of retrenchment. This is a point that his EXCELLENCY might have dealt more tenderly with, for if the merchants of Hong Kong have been profuse in their private expenditure they have ever been generous in their support of public institutions and in contributing to any project for promoting the general welfare of the colony. Besides, the crisis through which China has just passed has been in itself a sharp lesson, and might well be left to work out its salutary results in checking extravagance and over-speculation, without any gratuitous homilies on those vices from Sir RICHARD MACDONNELL. The despatch under consideration derives its chief interest, however, from these two circumstances; in the first place, it embodies the GOVERNOR'S defence and justification of his new scheme of legislation, and in the second it affords—at a most opportune time—strong evidence in support of the efforts now being made to throw off the odious burden of a military contribution.

Under the first head, the first noticeable feature is the new set of police and gaol regulations, which seem to have already produced two most desirable ends; a diminution in crime, and a saving of public expenditure. The wisdom of these reforms we believe has never been denied. Then we come to the gambling question, and find that Sir RICHARD MACDONNELL'S defence of his much-abused ordinance amounts simply to this—Gambling prevailed to an immense extent among the lower orders of the Chinese population, tending to perpetuate crime and disorder, and further to debase an already degraded and dangerous class. There was no possibility of checking this by any means short of force, and the only force available, the police, was corrupted throughout by the owners of the gaming-houses. The idea of putting a stop to gambling being thus quite out of the question, it seemed to the GOVERNOR that the next best thing was to keep it as far as possible under Government supervision. This could only be done by licensing certain houses, the keepers of which would be certain, in pursuit of their own interests, to inform against all who might practise the trade without a licence. Thus the gaming would be brought practically within tangible limits; but to keep order, even within those recognised limits, was impossible, without exacting payment of such a sum for the licence that its forfeiture would really be a heavy penalty. The receipt of any revenue from such a source, the GOVERNOR observes, is most distasteful to him, as well as to Her MAJESTY'S Government; but no other expedient presented itself. And, as an experiment, we really cannot see why it should not be accepted. As regards the disposal of the revenue there need be no hesitation. It comes from a bad source—but that is no reason why it may not be used for a good purpose. This money, or some of it, formerly went to corrupt the police force; let it now be spent in public improvements, and surely no one will deny that while in the former case it did harm, in the latter it would do good. We now come to the Stamp Act, a subject that has already been so fully argued that little remains to be said about it. From the first we recognised the expediency of the measure, and predicted that with some modifications such as a short trial would suggest, it would be found neither oppressive nor unjust; and this seems to have been verified. When it has been working a few years and has lost its novelty, and when (as we must hope will be the case) an improvement in the state of the colony admits of some reduction in the taxation, we should not be surprised if a majority of the colonists were to prefer the retention of the Stamp duties, and the abolition or reduction of some other impost.

We have adverted to the tendency of Governor MACDONNELL'S despatch to support the recent petition of the colonists as its second chief feature of interest. With regard to the military contribution itself, he merely points out (clause 46) that the arrears are still unpaid, and likely to remain so, without discussing the justice or injustice of the impost; but at the outset of his despatch he forcibly calls attention to the narrow limits of the colony and its totally unproductive nature, and at its conclusion he dwells on "the vast importance to Great "Britain of this small and barren island," pointing out its value as the most secure depot for military and naval stores east of Singapore, and the convenience of its splendid harbour and docks for our fleet. Clause No. 85 is still more emphatic:—"There is, however, no parallel between this and any other "British settlement. It owes its importance to no productions "or manufactures of its own. The very trade which it controls, "and the shipments which it orders, are for the most part con-"ducted many hundred miles away from Hong Kong. *It is a "mere depot, which may be regarded as maintained for the gene-"ral convenience of Her Majesty's Government and of British in-"terests*, so largely connected with the trade of China." The words we have printed in italics, coming from such a source, show, as conclusively as any argument can show, the glaring injustice of taxing the colonists for the maintenance of a force kept up, not for their needs, but "for the general convenience of Her MAJESTY'S Government."

CEYLON AFFAIRS.

THE colonists of Ceylon are to be congratulated on having such able and persevering champions in this country. Mr. Watkin and the other gentlemen, who lately failed to procure a select committee of the House of Commons to consider the Ceylon petition, have taken another step. On the 5th inst. a deputation, consisting of Mr. Watkin, M.P., Mr. Gorst, M.P., Sir Arther Buller, M.P., Mr. Robertson, M.P., Mr. Bazley, M.P., Mr. James R. Mellor, Mr. Bischoff, and Mr. J. M. Grant, waited upon the Colonial Secretary for the purpose of pressing on the Colonial Office the necessity of appointing a commission to consider the grievances of which the people of Ceylon now complain. Mr. Gorst introduced the deputation. It was stated that, in consequence of the falling off of the population, there had been an increase in the price of labour; that the desuetude into which the irrigation works had been allowed to fall had led to a decrease in the production of food, and a great part of the ill state of things in the colony was attributed to the manner in which the island is at present governed. After having heard several members of the deputation, the Duke of Buckingham stated that it would take some little time to consider the various matters that had been referred to, and he rather hoped to have the advantage of a personal interview with the present Governor, whom he expected here almost immediately, on short leave. Within a month he would intimate the course that he thought it right for the Government to take under the circumstances.

The P. and O. Company's new steamer *Travancore*, which is the largest vessel that has ever been built on the Forth, is now nearly completed at Granton, and she will be shortly ready for sea. The *Travancore* is a screw-steamer, 300 feet long, of 2,300 tons burden, and with engines of 400-horse power. Her fittings are most elegant—the saloon, which is 70 feet long by 15 feet wide, being particularly handsome. She will sail on her first trip from Southampton to Alexandria on the 30th inst., with ithe India and China mails. We understand that a contract has been made with Messrs. Day, of Southampton, for a steamer of 3,000 tons and 600-horse power, and a similar contract with Messrs. Denny and Co., Dumbarton.

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HOW TO CIVILISE THE JAPANESE.

In an article with the above heading the *Examiner* makes the following comments upon the execution of Ikada Ise, the instigator of the outrage at Kobe :—

It appears that some time ago a French soldier committed the wanton offence of breaking through a procession of Prince Bizen and his retainers, and the result was that he was wounded. The French Minister insisted upon redress; and the Japanese Government, feeling no doubt that they were powerless to resist, delivered up the officer in command of the party, whose rank was that of a colonel in the army.

The honour of the French nation had been wounded in the person of a drunken soldier, and blood alone could wipe away the stain. The execution took place in a temple in Hiogo, and the company on the occasion was a very select one, composed of Japanese nobles equal in rank to the victim, and of one member of each Foreign Legation. The offending officer bore himself bravely; he declared that he felt himself innocent, and had only done what the laws of his country, his own sense of honour, and his duty to his Prince required of him. He might have added, he had only done what a French colonel would assuredly have done to a Japanese, who should have wantonly broken the ranks of a regiment in the streets of Paris. Having made this statement, he plunged his knife into his body, and at the same time his friends decapitated him. The head was placed in a lacquer basin, and handed round to the Representatives of European Civilisation, with the pertinent question whether they were now "satisfied." Much sympathy, it is added, was felt for the victim of French susceptibility —who was, we are told, thoroughly ignorant of the rights and privileges of foreigners in Japan, and who suffered death without having inflicted it, for the French soldier survived his injuries.

Our readers may remember an English subject, Mr. Meagher, being cut down under similar but far less excusable circumstances, in the streets of Vienna, by an Austrian subaltern. Our demands for reparation were met by the assurance that the officer had only done his duty. It might be worth while to inquire whether the British Legation was represented at this disgraceful exhibition in Hiogo. Since then it appears a whole French boat's crew has been massacred by a party of Japanese, and Sir Harry Parkes was, it is reported, attacked on his way from a visit to the Mikado. Of course there will be more reprisals on the part of the Europeans—Consuls will again and again combine and strike their flags, and by "vigorous notes" exact vengeance and blood-money; but we shall not thus inspire the Japanese with respect for the character of Western civilisation. We only hope t may turn out that Englishmen took no part in playing the bully on this occasion, and in lending official sanction to the disgusting exhibition referred to.

THE STEAMER "QUANG-TUNG."

This steamer, which we have already noticed as under despatch for Messrs. Douglas, Lapraik, and Co., leaves Aberdeen on the 18th or 19th for Hong Kong, calling in at Plymouth.

The *Quang-tung* is a handsome vessel, brig rigged, 1,109 tons builders' and 936 tons Customs' measurement. Her engines are on the direct-acting principle, 170-horse power nominal, and fitted with all the latest improvements, including the newly invented apparatus which has been patented in Glasgow, for clearing off the ashes and clinkers through a tube which discharges into the sea, and which is supplied with a jet of steam of sufficient strength to carry up all the refuse thrown in. This ingenious invention obviates the hauling up on deck now in practice on board all steamers, which is very troublesome and inconvenient in many respects. At the trial trip the speed attained was nearly fourteen knots, with fifty-eight revolutions, and a pressure of twenty-seven pounds. All the machinery worked with great ease, and the out-turn reflects the greatest credit on Mr. Russell, the superintendent of the engine department of the builders, Hall, Russell and Co. The consumption of coal is equal to about twenty tons per day. The draught of water on the trial was 14.6 aft and 13.3 forward; the coals, &c., on board being equal to 650 tons. After the run at the two measured miles she proceeded for a few hours to sea, and gave general satisfaction. She is commanded by Captain Sheppard, and we trust she will have a safe and quick passage to Hong Kong.

We have received several communications complaining of the detention of the P. and O. Company's steamers at Marseilles after the passengers have embarked. The Company now, in accordance with their mail contract, order the passengers to be on board at seven A.M. on the morning of departure; the mails from London, as a rule, are put on board before eight, but the German and general Continental mails seldom or never arrive until past ten, and it is generally eleven before the steamer can sail. This is a very great hardship both on the passengers and the company, for the delay involves a loss of steam, and in some cases jeopardises the arrival at Alexandria on Friday, as it is not possible to enter that port after dark. The P. and O. Company have, we understand, brought the grievance to the notice of the POSTMASTER-GENERAL, and it is hoped that arrangements will be effected to enable the steamers to leave at nine at the latest.

THE HONG KONG ASSOCIATION OF LONDON.

The following are the speeches delivered by Mr. WHITE and Mr. SUTHERLAND at the interview of the deputation with the Duke of BUCKINGHAM on the 2nd inst. The presentation of the memorial itself to the House of Commons has been purposely delayed until after the interview with the Colonial Secretary; and it is very fortunate that such was the case, for amid the confusion attending the late party struggle it would have had small chance of even a moment's attention. When anything like quiet prevails in the House it will be presented.

Mr. WHITE said that, although their numbers were not great, their interests were large in the colony of Hong Kong, and they all had a deep personal interest in its prosperity. Irrespective of such claims on the attention of the Colonial-office, they also represented an organisation which had recently been constituted at Hong Kong with the view to protect the interests of the colony, the residents of which were unanimously of opinion that they had grievously suffered by the requisitions of the Home and Colonial Governments. As the inhabitants of Hong Kong had practically no voice in the expenditure of the taxation levied upon them, it behoved the home and colonial authorities to be chary of exacting more than was absolutely required for the exigencies of the Government. He was led to believe that the present scale of taxation at Hong Kong—say from 13 to 15 per cent. on rack rentals—was an excess of that levied on any other Crown colony. The colonists complained justly of the demand of the Home Government for an annual contribution of £20,000 towards the military expenditure. This complaint was not engendered by what the late Lord Castlereagh called "an ignorant impatience of taxation," but was based on grounds which had received the sanction of a high authority—the late Governor of Hong Kong (Sir Hercules Robinson). Indeed the colonists would be content to rest their case, as put by the late Governor to the Home Government in 1863. Sir H. Robinson then alleged that the demand as originally made by the late Duke of Newcastle (as Colonial Minister) was based upon calculations of the permanent revenue of the colony, which were "altogether fallacious," as there would be no available surplus, and that outlay on public works which were assumed to be optional by the Secretary of State for the Colonies, were absolutely indispensable. The late Governor also urged that the liability of the seawalls and the roads to serious damage by typhoons and mountain torrents, imposed the necessity of providing for such casualties, and that in his opinion, as far as the colony was concerned, the military might be safely removed. He added, "I am justified in asserting that the troops stationed in Hong Kong are maintained there for national as distinguished from colonial objects."

He (Mr. White) would further remark that all the objections of the late Governor, in 1863, had been more than corroborated by subsequent occurrences materially to the detriment of the colony. Since then, if he were not mistaken, two typhoons and two fires had desolated the colony; besides, the commercial crisis here had reacted terribly on the trade of Hong Kong. Indeed, strong as were the reasons against the levy of the military contribution in 1863, recent events and the present condition of the colony gave them ten-fold force. He had been connected with Hong Kong since its settlement, and when he first visited that island the Government abode was a mat-shed. He well recollected that then and subsequently when the Fokien and other native merchants wished to establish hongs in the colony, the local Government would not consent, the reason given being that the island was taken as a *pied a terre* for Imperial purposes, and that it was not wished to attract local traders. And such appeared to be the systematic policy of the colonial authorities. He (Mr. White) need not point out to the Secretary of State that if Hong Kong had been made an emporium of the junk or coast trade, the prosperity of the island would have been immeasurably augmented, and the area of taxation greatly extended and less burdensome than at the present time. He thought that colonies should be self-supporting, and he believed that had the original colonists of Hong Kong been left to manage their own affairs it would have been a self-supporting colony, as it would have become ere this the abode of the opulent hong merchants and an emporium of the coast trade, but for the express action of the Colonial Government. On reference to the official correspondence, it would appear that the late Governor would not have urged the establishment of the Mint at Hong Kong but for his wish to save the loss then accruing to the Imperial Government by the loss in exchange. The original estimate was £20,000, and the expenditure had been about £80,000, without any benefit whatever to the colony, at the expense of which it was constructed and maintained. Mr. White added that Mr. Sutherland, lately a member of Council, would next address his Grace, and that he (Mr. Sutherland), as well as other members of the deputation, would gladly reply to any questions that might be put, as they all had been in the colony more recently than himself.

Mr. SUTHERLAND commenced by vindicating the motives of the colonists, and pointed out that although they suffered from many grievances and disadvantages, they had confined themselves rigidly to the one subject in which they considered they had been unjustly dealt with by the Imperial Government, viz., the military contribution, and even this they represented only because they felt and knew that the colony had lost a considerable part of its former prosperity owing to the burdens which had been laid upon it, and that this downward progress would still continue unless some practical relief were obtained. Mr. White had spoken very fully in support of the arguments which had been brought forward in the Hong Kong petition, but there were one or two points which he thought it advisable to notice further. In the first place, the chief arguments advanced in that petition were threefold. 1st, that the troops were kept in Hong Kong not for local but for Imperial purposes. 2nd, that the military contribution had been imposed under an entire misconception of the true state of the colonial finances. 3rd, that the revenue raised in the colony was already oppressive in the burdens which it imposed, but was still insufficient to meet both the ordinary expenditure and the military contribution. He would only allude to the first two points by saying that nothing could be clearer than what was shown in the public correspondence as to the very mistaken estimate of the resources of Hong Kong to produce a revenue. It was there

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shown, as the opinion of Her Majesty's Government, that the financial position of the colony would exhibit a large surplus every year, and had such an estimate ever been realised, no doubt there would have been a *primâ facie* case for debiting the colony with a military contribution. But so far from realising this surplus, his Grace knew well that every year lately had shown a very serious deficiency, and this in the face also of increased taxation. He should not dwell upon the reasons for which troops were sent to Hong Kong. But they certainly saved the colony nothing in the way of a police force, and they could never be considered of any value for the purpose of external defence. These, however, might now be considered as matters belonging to the past, and he would not dwell upon them further. It was of much greater importance to consider the present position of the colony in reference to this contribution, and on this point he had no hesitation in saying that the present revenue obtained from the colony was too great, that its prosperity had been seriously affected by the increased cost of living, more particularly among the native inhabitants; and that, so far from being able to meet a military contribution, he questioned very much whether the colony could clear its own expenses.

He would ask his Grace to consider for one moment the past history of Hong Kong, and the conditions under which it existed. There was a barren island, so barren indeed that it did not produce a single article for consumption or use, and a few years ago was entirely uninhabited, which had grown up through a series of unexpected and fortuitous events into a comparatively thriving and certainly useful colony. At the time it was established it was never expected to attain the success which it did nor to secure a position independent of any support. For many years its revenues were entirely inadequate to provide for its wants, but Her Majesty's Government considered the place of such importance to British interests that they freely granted a considerable subvention in payment of its expenses. Happily it was enabled by circumstances to emerge from that dependent state, and to relieve the mother country of all charge for its support; but no sooner did it gain this position than the Colonial-office threw it into a state of semi-bankruptcy by insisting upon its paying this military contribution. It was a place absolutely without resources of its own, and had no manufacturing industry to render its prosperity permanent. It was a mere port of transhipment, which depended for its success entirely upon its convenience and cheapness. In this way it had grown to be what it was; but he contended most strongly that the moment the expense of carrying on business there exceeded certain limits, the trade which had grown up in connection with it would pass into other channels. Unfortunately, there was the strongest evidence that this had to some extent already occurred. There were no reliable statistics of trade to be referred to, but there was a very sufficient criterion to be had in the state of the population and the value of property. It was an undoubted fact that in both respects there had been a retrograde movement of a most serious character during the last three years. The population had declined, and there was a depreciation of at least thirty per cent. in the value of property. These and many other facts, only perceptible to people on the spot, effectually demonstrate the principle which he had laid down. A diminution in the native population would, of course, result in the increase of burdens on the limited European class, and that this had taken effect already was proved by the fact that several European firms had moved their head-quarters from Hong Kong to Shanghai. Surely under these circumstance any policy which enhanced the drawbacks under which the colony laboured was a very unwise one for Her Majesty's Government to pursue, for it would certainly end in the colony again requiring pecuniary support. He could not conclude without pointing out the great need in which the colony stood of funds for various important works such as the praya, drainage, and roads. In these respects the state of the colony was greatly behind its actual wants, and every day these deficiencies became more difficult to remedy. From long experience he knew that there were no people more ready or more willing to bear any legitimate burdens than the inhabitants of Hong Kong; but there was a limit which they could not afford to pass. Relieving the colony from the military contribution would not produce any magical effect, but it would remove a very sensible and he believed an unjust burden, and do much to restore confidence in the permanent progress of the place.

VESSELS FOR THE CHINA STATION, &c.

We are glad to notice that at length some of the new class of gunboats built specially for service against pirates are being despatched to China. The Dwarf, 2, twin screw (composite-built) gun-vessel, Commander C. Walker, sailed from Spithead for China on the 6th inst.

The Avon, recently commissioned for China, is one of the new class of gunboats built of wood on an iron frame, with twin screws of 120 collective horse power. She is 464 tons burden, and carries 4 guns, viz., 2 20-pounder Armstrongs as bow and stern chasers, 1 64-pounder shunt gun, and 1 6½ ton rifled gun, besides a 24-pounder rocket; and the crew are armed with Snider rifles. She is intended for the suppression of piracy in the China seas. Her crew consists of 70 men, and the following are the names of the officers:—Commander, G. D. Fitzroy; lieutenant, John Hope; master, F. Williams; assistant-surgeon, J. Shawood; paymaster, M. Mooney; engineers, Mr. Hill, Mr. Shawyer, and Mr. Grant; gunner, Mr. Nightingale. The lieutenant, Mr. Hope, has seen a good deal of service in New Zealand.

The Mecanee line-of-battle ship, fitted out as a hospital ship for service at Hong Kong, arrived at Spithead on the 3rd inst. from the Nore, on her way down Channel, in tow of the Medusa. The Mecanee has been ashore somewhere off Margate, and had to slip one of her anchors and a quantity of cable. The fault of getting the ship ashore is said to lie entirely with the Medusa, which had the line-of-battle ship in tow at the time, and two of her officers are under arrest in consequence. The Mecanee remains for the present anchored at Spithead.

On the 28th ult. an application was made in the Admiralty Court on behalf of Commander Morant and the officers and crew of Her Majesty's gunboat Grasshopper. It appeared that in a series of captures, commencing on the 19th day of November, 1865, twenty piratical vessels in the China seas had been seized by the plaintiffs, and that the estimated number of the crews of the piratical vessels was 483. The Court decreed for the capture, and pronounced for the estimated number of men. The Queen's Advocate appeared for the captors.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 6.

The prolix debate in the Second Chamber of the States General, noticed in my last letter, has resulted in a sharp party fight, in which the Ministry have vainly endeavoured to extricate themselves from a difficult position. The Minister for the Interior was the debater on the side of the Cabinet, and received the attack of the Liberal party in a very severe manner; whilst he held the rod of dissolution over the members of the Second Chamber. He, however, did not succeed in frightening them; and, as the final consequence, the budget of foreign affairs was rejected by 37 against 35 votes. The Ministers then asked for their dismissal; but in the meantime a report was afloat that they had determined to dissolve the Second Chamber for the third time. I need not say that a thousand rumours are afloat as to the advice which the Cabinet has laid before his Majesty. The Liberal papers in general are of opinion that the Ministry must have felt that practically the Conservative game has been played out, and that it would be better for the future credit of the country that the Government should revert to their Liberal opponents. But, on the other side, it is said that Mr. Heemskerk declines to retire, and will merely fill up the places of Messrs van Zuylen and Schimmelpenninck, who will tender their resignations. Of course I am not in the secrets of the Cabinet, but nevertheless I venture to express my opinion that Mr. Heemskerk will tell his Majesty that he is still ready to carry on the Government.

In any event some members of the present Cabinet will have to retire; bu even then the crisis will not have ended. On the contrary, the contest will be again renewed, and from both sides the same facts will be brought forward, notwithstanding that they have been explained already a dozen times. The truth is that the Conservatives are at their wit's ends for a course of action; they desire still to retain the reins of Government, but on the other hand they fear that their measures will create a breach between the people and the Crown. They are quite aware that the Liberal party, instead of being as before dispirited and broken up, is like an army that has won a great battle, and is bound together by the memory of what has been done.

A rumour reaches me at the moment of writing these lines that Mr. Van Reenen, the President of the Second Chamber—a half-and-half man—will be asked by the King to organise a Cabinet. I do not, however, consider this report well founded.

Mr. De Casembroot, M.P., proposed an amendment when the budget of foreign affairs was under discussion, to increase the salary of our Consul at Yedo, by an addition of 3,000f., in which event it would amount to 15,000f. This proposal has, of course, no effect, now that the budget itself has been rejected.

ROTTERDAM, May 14.

The Ministerial crisis has not advanced one step towards solution; on the contrary, the position is more confused than ever, and at the moment of writing no conjecture can be formed, with the least certainty, as to what will happen. I need not add that a great many rumours are circulating; it is said that Mr. van Reenen, who had accepted the heavy task of composing a Cabinet, has declined the office, having endeavoured in vain to find the necessary colleagues. Indeed it seems impossible to organise a Cabinet *d'affaires*, a Ministry of fusion or transition, notwithstanding that circumstances are favourable for it. Mr. Jacob has refused to enter a Cabinet with van Reenen as Minister of the Colonial Department. The *Dagblad* concludes that now it is proved impossible to organise either a Liberal Cabinet or a Ministry of transition, there is no other alternative but for the Heemskerk Government to remain in power, of course with some modifications of the Ministry.

Some papers speak about a Liberal Cabinet with Mr. Thorbecke as Premier, and Mr. Mirandalle as Minister of the Colonial Department. I, however, repeat that these are rumours which later on will prove entirely without foundation. I think nothing will transpire officially with regard to the solution of the crisis, before the First Chamber of the States-General passes a vote upon the proposal of the five members to forward an address to the King, respecting the actual crisis and its origin. The Ministerialists, of course, have done their utmost to put down this proposal, but with an overwhelming majority (26 to 11 votes) the *prise en consideration* in the sections was voted, and the discussions will begin at the sitting of next Friday.

Another rumour says that Mr. Heemskerk will wait for the result of the elections of the Provincial States—by which the First Chamber is elected—in order that if the Conservatives gain the majority he would dissolve both the Houses. There is some reason to believe that the actual ministers wish to remain in power, as they have laid before the members of the Second Chamber several important Bills since they asked for their dismissal.

The latest news from the Coast of Africa is very unfavourable. The natives were skirmishing with the Dutch soldiers and the latter were retaliating. Our position seems to be threatened, while at the same time there is no sufficient military force to defend our compatriots.

MONETARY AND COMMERCIAL.

Public securities are firm, but there is almost an entire absence of business. Should, however, foreign affairs remain in the same satisfactory state as at present, the public may perhaps be induced to come forward as investors. The prospects of a good harvest will also give encouragement. The rate of discount remained unaltered. Dutch Two-and-a-half per Cents., 55⅛; Three per Cents., 64¼; Four per Cents., 86½. Trading Company, 134½. Netherlands India Trading Bank, 73¼.

EXCHANGE.—London, 3 mo., f.11.81; 2 mo., f.11.83; short, f.11.87. Paris, 3 mo., f.46.85; 2 mo., f.46.92½; short, f.47.10. Hambro', 3 mo. f.34.90; 2 mo., f.34.95; short, f.35.10; Bremen 3 mo., 190f.

PRODUCE MARKETS.

COFFEE.—The Trading Company has announced its fourth auction, which will be held on the 19th inst., when 77,700 bales Java and Padang will be offered. The small quantity announced has made the market still

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firmer, and holders now decline to operate without a further advance. The transactions include only 3,000 b. Macassar, ex Candati, partly at 31c., and 2,352 b. Java, ex Ortelius, at 33c. to 36¼c.

SUGAR (RAW).—Important business has been done, and prices are further advanced. The transactions include:—

Mats.					
138	Passaroeang ...	ex Tonia	No. 15	...	at f.34¾
840	Soerabaya ...	Zeebloem	13¾	...	34¼
1,339	do. ...	Ger. Piet. Servatius	10¼	...	32½
772	Samarang ...	Australie	13	...	34¾
334	do. ...	do.	15		
1,161	Passaroeang ...	Samarang	12½	...	34
428	Soerabaya ...	do.	18	...	36
506	Samarang ...	Cornelia Hendrika ...	13	...	34½
139	Passaroeang ...	Tonia	12½	...	—
522	Soerabaya ...	County of Elgin ...	12	...	34
414	Tagal	Anna	10¼	...	32½
269	Samarang ...	Whampoa ... Particulars did not transpire.			
258	Soerabaya ...	J. C. Schotel ...	12	...	1¾
2,959	do. ...	Jessie Ann	18	...	36
692	Java	Winfield Scott ...	13¾	...	34¾
865	Tagal	Cornelia Mathilda ...	12½	...	34¾
1,962	Soerabaya ...	Vice-Admiral May...	10¾	...	32¾
1,374	Samarang ...	Baltimore	16¾	...	35
211	Soerabaya ...	Winfield Scott ...	10¼	...	32½
753	Samarang ...	Ormelie	14	Secret Prices.	

On the 26th inst. the Trading Company will sell in auction 55,300 mats Java, which are valued as follows:—

No.	Value. May.	March.	No.	Value. May.	March.
5	f.30½ ...	f.28½	13	34¾ ...	32¾
6	31½ ...	29¼	14	35¼ ...	33¼
7	31 ...	28¾	15	35¼ ...	33½
8	32 ...	29¾	16	35¼ ...	33¾
9	33 ...	30¾	17	36¼ ...	34¼
10	32½ ...	30¼	18	36¼ ...	34½
11	33½ ...	31¼	19	36¾ ...	34¾
12	34¼ ...	32¼	20	37¼ ...	35½

The stock amounts to 36,866,983 kilo.

RICE.—The market is dull, and only 3,060 bales Java, ex Luctor and Emergo, have been sold.

SPICES.—The market is very dull, and there is no business doing.

TEA.—On the 15th inst. will be offered for sale the cargo ex J. H. Schwensen and the 616,4 ch. Java, trademark Nangoeng. The valuation is, Congou, No. 1, 86c. to 88c.; No. 2, 75c. to 76c.; Java Souchong, 112c. to 115c.; Java Pecco, 230c. to 250c.

TOBACCO.—The market is very inactive; the parcels Java from the last crop have not yet been brought into the market. There is only demand for good covers. The 141 b. Manila, ex Cagayan and Isabella, offered at auction on the 8th, were sold as follows:—12 b. prima, at 140c. to 175c.; 35 b. secunda, at 75c. to 131½c.; 94 b. tertia, at 40c. to 85c.

MANILA CIGARS.—There is a good demand for Cortados, but Habanos are difficult to sell.

ARRACK.—121/1 and 59/2 casks Batavia ex New Orleans, and 32 casks ex Yumiden were sold; the prices did not transpire.

INDIGO.—The market remains firm since the last auctions, and some parcels have changed hands at full prices.

TIN (BANCA).—The market is inactive and prices are somewhat declining. Only 300 slabs were sold at 55½f. and 800 slabs at 55¼f. Billiton is quoted 55f.

MISCELLANEOUS.—Camphor dull. Japan and China is offered at 80 cents. Cassia Lignea is offered at 77 to 78 cents; there is want of stock. Cassia Vera: 146 b. Tigablas, ex Maria Sarah, were sold at very firm prices; the quotation is from 40 to 48. Cassia oil has been sold floating at f.4. Chinese Ginger: the 300 chests just arrived will soon be brought into the market. Vanilla: 250 kilo. Java were sold at low prices, and 375 kilo. Bourbon at f.1 to f.7¼. Gummi Elasticum dull. Gutta Percha with some demand. Gummi Damar, 48 to 50 c. Turtle Shells: on the 20th inst. will be offered 50 chests, which are valued from f.4½ to f.11, and on the same day will be offered about 40,000 kilo. Mother-o'-pearl shells, valued from 75 to 105 c. Rattans: the transactions include 46 piculs per Candati, 399 piculs per Maria Elizabeth, 150 piculs per Graafstroom, and 64 piculs per Maria Sarah. Curcuma: 115 b. arrived per Seringapatam, were brought into the market at f.12.

SUGAR.—1,027 mats Sourabaya, No. 10¾, floating, per Jessiana, sold at f.33, and 272 mats do., No. 12¾, per do., at f.31½.

HIDES.—On the 28th will be offered for sale 2,070 pieces Batavia Buffalo, ex Daniel Rankin.

SHIPPING.

ARRIVALS.—May 7, at Brouwershaven, from Banjoewangie, Java; 8, at Texel, from Batavia, Hendrika; 7, at Zierikzee, from Banjoewangie, Generaal de Steurs; 13, at Brouwershaven, from Batavia, Otto; from Banjoewangie, Zeemanshoop.

DEPARTURES.—May 6, from Brouwershaven, for Java, Zuid Holland; 9, for Samarang, Susanna Johanna; 8, from Hellevoet, for Hong Kong, Gesiena; 9, for Macassar, Mary Goddard; 11, from Texel, for Java, via Newcastle, Californie; 12, from Hellevoet, for Shanghai (after repairs), Isabella Joanna.

The Trading Company has chartered the following vessels to convey produce from India to the following harbours:—

TO AMSTERDAM.

		Lasts.	Rate.
Alcyone	J. Kruisinga	249	... f.82.98
Sliedrecht	R. H. Borchers	360	... 90
Cornelia Adolfina ...	J. G. de Roever	398	... 90.24
Java	M. C. Tuk	683	... 90.86
Bestevaer	P. C. Rosier	393	... 91
Sophia Kon. der Nederlanden	L. Klein	392	... 91
Admiraal de Ruijter ...	W. Witting	305	... 91.30
Java Packet	D. Crap Helingman ...	394	... 91.44

TO ROTTERDAM.

Hollandstrouw	K. J. Brauer	399	... 89.98
Guurtje and Maria ...	W. Flens Jhzn	376	... 90
Landbouw	A. Sissingh	383	... 90
Maria and Elisabeth ...	E. F. Bonjer	718	... 90.38

TO DORDRECHT.

Ridderkerk	C. J. Bunk	399	... 90

TO MIDDELBURG.

S. van Heel	F. W. A. v. Munchen ...	392	... 89.89

THE AUSTRIAN EXPEDITION.

(FROM OUR OWN CORRESPONDENT.)

The Austrian expedition to the Far East has now arrived at such a stage of forwardness as to be ready for constitutional discussion by the two Parliaments of Austria Proper and Hungary. Herr von Gorove, the Minister for Commerce at Ofen-Pesth, has intimated at Vienna that the former offer of a fixed sum of 130,000 florins is withdrawn, and that Hungary will pay thirty per cent. of the expenses, but expressing a wish not to be called on for more than 100,000 florins this year. The despatch mentions the unanimity of all parties as to the value of the expedition, and the important benefits likely to be derived from it; and deduces from this that as the quota of the expenses cannot be calculated by the proportionate numbers of the population, but solely by the power of exporting goods suitable for sale in the East, it is but reasonable that Hungary should have to bear a proportionately smaller share than the more commercial half of the empire; and therefore, with a proper respect for the dignity of the Hungarian Crown, the Government of that kingdom are ready to abide by their present offer. The Austrian Government are now engaged in drawing up a Bill on the subject, to be immediately brought before Parliament as urgent, and proposing to grant a credit for the larger moiety of the expenses—because required for the fitting out of the squadron—as a supplementary addition to the Budget of 1868.

Another piece of Austrian news is the failure of the "First Export and Import Company" at Vienna, which was established not more than a couple of years ago with a great flourish of trumpets, and which I reported at the time in one of my letters in your columns. This unfortunate affair may interest many of your readers in the Far East, where several agencies were established. In the balance-sheet filed in the Court of Bankruptcy at Vienna, the debts and liabilities of the company are specified and amount to 446,268 florins; whilst the assets—some of which, moreover, are doubtful—are only 219,546 florins, showing a deficit of 226,000 florins. The managing director was a Mr. S. Auspitzer, and the other members of the board were, A. Wessenberg, C. A. Kohl, Felix Reuterer, Caspar Aufreiter, and J. Grillmayer.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 15.

In the North German Federal Parliament Count Bismark has been defeated for the first time. He proposed to contract a Federal loan for ten millions of dollars for naval purposes, and more especially for hurrying on the defences and arsenals at the future two great naval dockyards at Jahde on the North Sea coast and at Kiel in the Baltic. Parliament, however, refused to make any debts, and as the Budget for the army and navy for the present year has been passed some months ago, orders are already given for the greatest economy in both branches of the service. In the army fifteen men in every battalion are to be released from duty with their corps and permitted to return to their homes on furloughs of uncertain duration, though they are of course still liable to be recalled to active duty in case their services are required on a sudden emergency. In the naval department similar measures are being taken; no more expensive *Konig Wilhelms* are to be ordered in England, one thousand seamen are discharged, the works at Jahde and Kiel, commenced so energetically, are discontinued, and the proposed expedition to the Far East is abandoned for this year, so that the inhabitants of Formosa may for the present sleep in tranquillity, without fear of a sudden *coup de main* from the black, white, and red flag. The *Hertha* and *Medusa*, which were selected for the expedition and were being fitted out as speedily as possible, so as to be able to sail at the end of this month, have suddenly received counter-orders and are to be dismantled and laid up in ordinary.

COMMERCIAL.

In Tea considerable sales have been made by dealers, principally in Congou, Souchong, and common to good ordinary Pecco, partly for shipment and partly on speculation. The sales by importers comprised 1,257 quarter chests, and 558 eighths of Congou ex Oscar Vidal from Foochow, as well as 834 packages of Souchong, and 50 do. of Hyson per same vessel; 909 chests of Congou ex Lauderdale (via London); 474 do. Congou, and 101 do. Souchong ex Elizabeth Nicholson (via London), and 239 packages of Souchong ex Grasmere (via Bremen). The prices of all descriptions are firm, and the market exhibits a tendency to rise.

In floating cargoes of Rice no transactions are reported, but a large business has been done in cleaned grain at former quotations. Cassia Lignea continues in good demand at 12½ schillings banco, but it is difficult to be had at that figure, as holders generally are unwilling to sell under 12¾. There is more inquiry for Cloves and higher prices are paid. Pepper firm. Spelter neglected, no sales being reported and prices looking downwards. In discount no alteration.

SHIPPING.

ARRIVED.—Dioscuren, from Whampoo; Drache, from Bangkok (16,670 bags rice); Helene Donner, from Bangkok (at Altona, with 23,432 bags rice and 1,160 chests cassia lignea); British Banner, from Java (at Bremen, with 6,725 bags rice); Richard, from Rangoon (at Bremen with 10,553 bags rice); Marmion, from Bangkok (at Bremen, with 34,240 bags rice); and Amazone, from Rangoon (at Bremen, with 8,546 bags rice).

SAILED.—Madura, to Hong Kong.

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LEGAL.

VICE-CHANCELLORS' COURTS.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN.

On the 7th inst. Vice-Chancellor Giffard decided the case of "The Imperial Bank of China, India, and Japan (Limited) *v.* the Bank of Hindustan, China, and Japan (Limited)." This was a suit for the purpose of setting aside an amalgamation between the Imperial Bank and the Bank of Hindustan as against the plaintiff company, or, at all events, as against the plaintiffs, Martin and Higgs, and the other non-assenting shareholders of the plaintiff company, on the ground that the transaction sought to be set aside was *ultra vires* as to both the companies being neither an amalgamation within article 62 of the articles of association, nor a transaction within the provisions of the 161st section of the Companies' Act, 1862, and that the voluntary winding-up and special resolutions respecting the same were insufficient to authorise or validate the arrangement, and that the liquidators appointed thereunder were not thereby authorised or justified in giving effect to the arrangement, and parting with the funds and assets of the company without the assent of the plaintiffs and the other dissentient shareholders. It was also contended that the effect of the arrangement was to double the liability of the members of the Imperial Bank, and in addition to deprive them of the right of having any shares in the Bank of Hindustan, unless upon paying a premium of £6 a share, of which £1 per share, amounting in all to £20,000, was to go towards increasing the promotion money to be paid for the formation of the Imperial Bank.

For the defendants, the Bank of Hindustan, it was contended that although the transaction could not be supported as an amalgamation under article 62 of the articles of association, it was wholly within section 161 of the Companies' Act, 1862. It was also contended that the transaction was perfectly *bona fide*, as the Bank of Hindustan was in flourishing circumstances at the time of the amalgamation; and further, that, looking at the length of time that had elapsed, the liabilities incurred on the faith of the arrangement, and the impossibility of restoring matters to their original footing, the arrangement was one which ought not to be disturbed.

The Vice-Chancellor said that the plaintiffs were entitled to a decree. It was admitted, and very properly admitted, that this amalgamation was one which could not be supported under the articles of association of the Imperial Bank, but it was rested on sec. 161 of the Companies' Act, 1862. Looking at the actual terms of the arrangement, they were something very different from that which was contemplated by section 161. It could not be maintained that an agreement which imposed upon each individual shareholder of the Imperial Bank the necessity of paying up £6 per share, not towards the capital from which he would derive the profits, but by way of premium, was an amalgamation or fusion of interests with the other company. With regard to acquiescence, the defendant company had assumed no liability whatever on behalf of the company whose assets they had taken; and further, it was very difficult to make out acquiescence in the case of a company. The case of the plaintiffs was not embarrassed by that objection, and justice required that the transaction should be set aside, subject to this declaration, that inasmuch as many of the shareholders of the plaintiff company became shareholders in the defendant company on the footing of the arrangement, the defendant company have vested in them all the rights of such shareholders in the assets of the plaintiff company.

COURT OF COMMON PLEAS.

NAVROJEE V. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

This was a special case stated for the opinion of the Court, and raised a question as to what amounted to credit within the meaning of the 171st section of the Bankruptcy Act, 1849, which allows a set-off in cases of bankruptcy where mutual credits exist between the bankrupt and other parties.

Mr. Watkin Williams (Mr. J. A Macleod with him) argued for the plaintiffs; Mr. Joseph Brown (Mr. Cohen with him) for the defendants.

The plaintiffs were formerly merchants in London, trading under the style of Dadabhoy and Co., and used to send out to Bombay large consignments of goods, against which they drew bills on native firms in India. The defendants, who have a branch bank in Bombay, were employed by the plaintiffs' financial agents to collect the amount of their bills in India as they became due, and to remit the proceeds to England by draughts on a London bank in plaintiffs' favour. On the 29th of June, 1866, the plaintiffs' firm stopped payment, and executed a deed of inspection, which was subsequently duly registered. At the time of the stoppage the defendants had collected the amounts of certain bills drawn by plaintiffs against consignments to Bombay which had been handed them to collect, and they afterwards proceeded to collect others as they became due until they had received in all over £6,000. But at the time plaintiffs stopped the defendants were also holders of bills accepted or endorsed by the plaintiffs to the amount of £8,300; and as these were dishonoured when they became due, the defendants claimed to set off against them the £6,000 they had collected for the plaintiffs. It was strongly contended, on the part of the plaintiffs, that as they could have revoked at any time the authority of the defendants to collect the bills in India, and as, indeed, in the interests of the general body of creditors, such authority ought to have been revoked on the plaintiffs' stoppage, there was no credit given by the plaintiffs to the defendants, within the meaning of the Bankruptcy Acts, and therefore no mutual credits between the parties; and a case of "Young *v.* the Bank of Bengal" (1 *Moore's P. C. Report*) was relied upon to support this view.

The Court, however, held that this case was distinguishable, and that as a debt due from the defendants to the plaintiffs would be the natural result of employing them to collect the bills, there was a credit given to the defendants, and that they therefore had a right to set-off.

TELEGRAPHIC advices from San Francisco announce the departure thence of Mr. BURLINGHAME and suite for New York. They left on the 1st instant, and the movement excited great interest, a salute being fired from the fortifications.

Monetary and Commercial.

We understand that great inconvenience is experienced by merchants trading to Spanish colonies from the circumstance that captains decline to sign bills of lading made out "to order," a usage universally acknowledged and adopted in the commercial world. This refusal, we are informed, results from the application by the Spanish Consul of an enactment of the Spanish Government by which masters are compelled to submit all their outward manifests to the Consul before sailing, and which further specifies that such manifests must contain the names of the consignees of all cargo loaded. As the commercial code of Spain not only expressly states that bills of lading may be made out "to order," but that they may be negotiated in the same manner as bills of exchange, it is surprising that the Spanish Government should disturb commercial operations by such measures. Representations made to the Consul on the subject have hitherto proved unavailing.

It is understood that the Indo-European Telegraph Company, which was brought out about three weeks back, for the construction of a line to India through Russia and Persia, have obtained the whole of their proposed capital of £450,000. The Russian Government are stated to have placed a war-steamer at the disposal of the company for three months, to take soundings for the cable in the Black Sea. Meanwhile the Persian portion of the line will be commenced, and is expected to be completed within twelve months.

A meeting of the shareholders of the Chartered Mercantile Bank of India, London, and China will be held on the 19th inst. The directors' report is as follows :—

The net profits for the year, after deducting charges and providing for bad and doubtful debts for that period, amount to £106,335 4s. 6d., or 14 per cent. on the bank's capital; of this sum £45,000 has been paid in two half-yearly dividends, and £47,882 17s. 10d. appropriated to meet losses arising out of previous year's transactions, leaving a balance of £13,452 6s. 8d., which the directors have placed as a special reserve against the remaining old accounts, which they consider it advisable to carry forward to the end of this year, when they expect to be able to make an accurate adjustment and full provision for them.

The paralysed state of Eastern trade and exchanges, following the crisis of 1866, continued much longer than could have been foreseen, resulting in diminished business and profits for the last half of the year, and causing, as shown above, a more unfavourable winding up of previous year's outstandings than had been anticipated. But the natural reaction from extreme depression has taken place, and the bank is now reaping the benefit of this improvement with every prospect of its continuance, so that the directors have good reason to look forward to an increasing, profitable, and safe business in the future.

The directors retiring on this occasion are Mr. E. J. Gilman and Sir Fredk. Jas. Halliday, K.C.B., who, being eligible, offer themselves for re-election, and the court recommend them accordingly.

The Royal Mail Steam Packet Company have, with the sanction of the Postmaster-General, decided to run their Atlantic steamers through from Southampton to Colon, commencing with the vessel to leave on the 2nd of June next. There will now, therefore, be a first-class mail line between this country and the Isthmus of Panama, by which passengers for Australia, New Zealand, the North and South Pacific, Central America, &c., can proceed to Colon (Aspinwall) on board the same ship in which they embarked at Southampton. This arrangement will be beneficial to passengers proceeding to China and Japan *via* San Francisco.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices May 16.
£10	Agra Bank, A shares	All	9½ to 10⅝
10	Do. B do.	—	7½ to 8⅛
25	Bank of Egypt	All	32 to 34
20	Chartered Bank Ind., Aust., & China	All	17½ to 18
25	Chartered Merc. of India and China	All	27 to 28
20	City Bank	10	11¼ to 12½
28½	Hong Kong & Shanghai Bank	5⅛	⅝ to ¾ pm
50	London and County	20	52 to 53
50	London Joint Stock	15	34 to 36
100	London and Westminster	20	70 to 71
25	Oriental Bank Corporation	All	41⅛ to 42½
50	Union of London	15	34 to 35
	MISCELLANEOUS.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	109 to 110
—	Do. Do 1872	100	105 to 107
—	Do. Do. 1882-3	100	110 to 112
20	Ceylon Company	10	3 to 2½ dis.
20	Do. A shares	5	2¼ to 1½ dis.
10	Credit Foncier & Mobilier of England	All	2⅞ to 3
20	Egyptian Com. & Trading Company	6	5 to 4 dis.
10	General Credit & Discount Company	7½	2⅝ to 2¾ dis.
10	Hong Kong and China Gas	All	
20	International Finance Society	5	2½ to 1½ dis.
50	P. and O. Steam Company	All	58 to 60
50	Do. Do. 1867	10	¾ to 1½ pm.
10	Upper Assam Tea	All	4⅜ to 5½
100	West India Steam Company	60	

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ARTICLES OF IMPORT.

TEA.

There has been a very quiet week in tea, owing to the extensive clearances in anticipation of the budget. Common qualities are well maintained, and importers are firm, finer sorts of Congou and Souchong are decidedly difficult of sale.

The Circular of Messrs. James Steames and Co says:—The consumption is considerably larger than last year, as will be seen by reference to the figures annexed, and the great demand for home trade and export still runs upon the medium and common sorts.

The deliveries up to 30th April, compared with those of last year to same date, stand thus:—

	1868.		1867.
Home Consumption for London 1st	lbs.		lbs.
Jan. to 30th April	31,097,000	...	23,622,000
Export from do. do. ...	8,968,000	...	9,880,000
Sent Coastwise do. do. ...	10,947,020	...	12,697,000
Total deliveries	51,012,000		46,199,000

SILK.—The market is very quiet, and there is very little disposition shown to do business at present rates, and as importers and holders maintain prices, dulness is the result. This will most probably continue until some certain news is known of the outturn of the European crop, which up to the present time appears to be going on favourably. The deliveries are still very satisfactory, being 473 Japan, 1762 China, from the 1st to the 15th inst.

COTTON.—Extreme dulness continued to prevail in the London market until the 14th inst., when an improvement in the demand "for arrival" occasioned a general advance of about ¼d. per lb., which was firmly maintained. The following are the current quotations:—Surat—Dhollerah: Middling fair, 9⅞d.; fair, 10⅛d.; good fair, 11d.; Oomrawattee: Middling fair, 10⅛d.; fair, 10⅜d.; good fair, 11d. Madras—Tinnivelly: Middling fair, 9¾d.; fair, 10d.; good fair, 10⅛d.; Northern and Western: Middling fair, 9¼d.; fair, 9⅝d.; good fair, 10¼d.; Coconada: Middling fair, 9¼d.; fair, 9½d.; good fair, 9¾d. Scinde: Middling fair, 8⅞d.; fair, 9d.; good fair, 9½d. Bengal: Middling fair, 9¼d.; fair, 9½d.; good fair, 10d. For arrival: Western, 9d. to 9¼d., ship named to March sailing, guaranteed fair; Coconada, 8½d., ship named, guaranteed fair red; Dhollerah, 9½d., ship named, guaranteed fair new; Oomrawattee, 9½d., ship named, guaranteed fair; Scinde, 7¾d., April-May shipment, guaranteed fair new; Bengal, 8½d., March and May sailing per steamer, guaranteed fair new. In the Liverpool market there was no relief from the dulness reported in our last issue until the 13th inst., when a somewhat improved demand was experienced, but it can scarcely be said that there was any material change in the condition of the market, nor were holders enabled to get any better prices. There was a liberal supply upon the market. Rather more attention was given to cotton to arrive, and the sales were large. On the 14th inst. a slight improvement in the demand for cotton from the trade revived to some small extent the speculative element, and an increased amount of business was in consequence done. The sales reached 12,000 bales, 9,000 being taken by the trade, and 3,000 for export and speculation. It is remarkable how speedily the course of holders is changed by a small increase in the demand. They have been less anxious to sell, and have been enabled to get better prices, but not to any great extent. There has since been a strong demand, the rates being firmly maintained as follows. On the spot:—Middling Upland 12⅛d., middling Orleans 12⅜d., fair Dollerah 10⅝d., fair Broach 10½d., fair Bengal 9⅞d. To Arrive.—From New Orleans, basis of middling, at sea and due, 12½d.; ship named (good ordinary), 11½d.; middling New Orleans, from New York, 12⅜d. Broach.—Fair new merchants, ship named, 9⅜d. Dhollerah.—Fair new merchants, ship named, 9⅜d.; fair merchants, January sailing, 9⅛d. Oomrawattee.—Fair, new merchants, March sailing, 9⅛d.; April, 9⅜d.; May shipment, 9⅛d. Comtah.—Fair, January sailing, 9⅛d.

COFFEE.—Large supplies of Ceylon have been offered at the public sales, which have met with good demand at fair rates. The quotations are:—Plantation, fine, 86s. to 88s. 6d.; good medium to good, 79s. to 85s.; low middling and middling, 72s. 6d. to 78s.; small to fine fine ordinary, 64s. to 71s.; pea-berry, 82s. to 89s. 6d.; Native ordinary small, 46s. 6d.; good ordinary, 50s. 6d. to 51s. 6d.; bold, 55s. to 56s. 6d.

CUTCH.—The business has been confined to small lots, which have sold at 32s. 6d.; Penang, 14s. per cwt. The bulk of the offers was bought in at 45s.

COCOANUT OIL.—A fair business is still being transacted in Ceylon, the quotation of £49 10s. remaining unaltered.

PEPPER.—There has been a fair amount of business in Singapore at 3¼d. to 3⅜d., and in Penang at 3 1-16d. to 3 3-16d. per lb. Nothing doing in White Pepper.

PLUMBAGO.—There has been a good inquiry for Ceylon at firm prices. 556 barrels were offered, and 402 barrels sold; good to fine bright lump, 35s. to 45s.; mixed, 27s. 6d.; small, 24s.; chips, 24s. 6d.; fair to fine dust, 11s. 6d. to 17s. 6d. per cwt.

RICE.—We have had since our last report a very quiet market. Of 6,000 bags of Bengal offered by auction, 1,300 bags of Ballam sold at 9s. 3d. to 9s. 6d.; and 300 bags of Dacca grain, at 11s.; the remainder bought in, Dacca grain, 11s. 3d. to 12s.; White Bengal, 13s. to 13s. 6d.; and 1,000 bags of Madras, at 10s. 9d. Privately, business has been done in Ballam, for arrival, at 9s. 7½d., ex ship. The sales have also included 1,200 bags Rangoon at 12s. 10½d., and 600 tons Siam at 10s. 9d., ex ship.

SUGAR.—The market has remained steady but not active. The sales have included 1,400 bags clayed Manila at 32s. 6d. to 34s. 6d., 700 bags unclayed Manila at 28s. 6d., and 1,400 bags Java at 30s. per cwt.

SAPANWOOD.—Of 130 tons offered a small portion only was sold. Ceylon at £13 10s., Siam at £15 10s. to £15 12s. 6d. per ton.

SPICES.—The sales of East India since our last report have been confined to 50 packages Penang Cassia at 81s. to 83s., and 30 bales Ceylon Cinnamon, common quality, at 8d. to 1s. 8d.

TIN.—The market for Straits has become a shade easier, owing chiefly to the arrival of 500 tons at an earlier date than was expected. The quotations are:—Banca, £96; fine Straits (on the spot and afloat), £93 to £93 10s. per ton.

ARTICLES OF EXPORT.

The latest London quotations are as follows:—

IRON.—Welsh bars, £6 5s. to £6 10s.; Staffordshire bars, £7 5s. to £7 15s.; nail rods, £7 5s. to £7 12s. 6d.; hoops, £8 5s. to £9; sheets, £9 to £9 10s.; discount 2½ per cent.

COPPER.—Ore, 15s. 9d. to 16s. per unit net; Spanish cake, £76 to £77 per ton; Australian, £82 10s. to £84; English tough, £81 to £83; best selected, £84 to £85; sheet, sheathing, &c., £86 to £87; discount 3 per cent.

YELLOW METAL.—Sheets, 4 feet by four, 7d. to 7¼d. per lb.; sheathing and rods, 7¼d. to 7⅜d.; discount 3 per cent.

LEAD.—Pig, W.B., £21 5s. per ton; do., other brands, £19 10s. to £19 12s. 6d.; Spanish, soft (ex ship), £18 15s.; sheet, £20 5s.; shot (kegs extra), £22 10s. to £22 15s.; white do., £27 to £30; red do., £20 15s. to £21; discount 2½ per cent.

SPELTER.—Silesian, £20 to £20 5s.; English (smelted from ores) £19 15s. to £20 net.

QUICKSILVER.—In bottles of 75 lbs. each, £6 17s. per bottle; discount 3 per cent.

ZINC.—English sheet, £26 to £26 10s. per ton; discount 2½ per cent.

The following is from the Circular of Messrs. French and Smith:—"Without any particular animation, still there is a steady business in Metals generally. Scotch and Welsh Iron unaltered. For Staffordshire there is good demand, but there is difficulty in obtaining delivery, owing to the puddlers' strike. Copper firm, and a good inquiry. Tin plates are quiet. Lead is also a little easier. Spelter steady."

MANCHESTER MARKETS.

Mr. Sam Mendel's report states:—This market continues very dull; prices are a little lower, but not sufficiently so to stimulate buyers to resume operations on a free scale. Quotations are:—Grey Shirtings ,7lbs., 9s. 6d. to 10s.; 8½lbs., 11s. 3s. to 12s.; Cotton Yarn, Nos. 16-24, 15½d. to 17½d.; Nos. 28-32, 1s. 4½d. to 1s. 7d.; Maddapollams, 4s. 3d.; Long Cloths, 11s. 3d.; T-Cloths, 7s. 3d.; White Spot Shirtings, 12s. 3d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 4	Seringapatam	Wyeth	Java	Brouwershaven.
— 1	Kahlamba	Gordon	Singapore	Liverpool.
Apr 15	Doriga	—	Manila	London.
— 18	Dunmore	Robertson	Singapore	New York.
— 20	Benefactor	Berry	Yokohama	Do.
— 21	J. H. Jessen	Jessen	Canton	Do.
— 30	Quartet	Mulder	Banjoewangie	Texel.
— 24	Emmanuel	Lalien	Bankok	Rochefort.
May 4	Ajax (str.)	Kidd	China, Singapore, &c.	London.
— 3	Java	—	Java, for Rotterdam	Off Dungeness.
— 3	Bogota	Jones	Singapore	Glasgow.
— 1	Auguste	Tubergen	Banjoewangie	Texel.
— 1	Zeebloem	Gollards	Do.	Do.
— 1	Paul Johan	Kooy	Do.	Brouwershaven.
— 1	Whampoa	Jansen	Do.	Do.
—	Yedo	Thibaud	Saigon	Gironde.
Apr.30	Malabar	Outre	Macao	Havana.
— 22	John Banks	Waters	Shanghai	New York.
— 22	Virgilia	Lesueur	Do.	Do.
— 22	Alert	Peterson	Singapore	Do.
May 2	Warren Hastings	—	China and New York	Downs.
— 1	Hendrika	Lusnik	Java, for Amsterdam	Off Beachy Hea
— 4	John C. Munro	—	Foochow	Off Plymouth.
Apr.23	Alcyone	Staples	Yokohama	New York.
May12	Art Union	Madron	Macao, &c.	London.
— 4	A. R. Falck	Plas	Banjoewangie	Texel.
— 8	Dorothea	Kohlhop	Yloilo	Falmouth.
— 8	Lucerne	M'Neil	Singapore	Liverpool.
Apr.27	Oscar	Kielseth	Amoy	New York.
May11	Sree Singapura	Tosh	Singapore	London.
— 11	Peterborough	Orchard	Foochow	Deal.
— 11	Lammermuir	Bell	Bankok	Do.
— 10	Jan Peter	Molsen	Saigon	Falmouth.
— 10	Elise	Thuren	Bankok, for Bremen	Do.
— 10	Sirius	—	Akyab	Do.
— 9	Eleutheria	Hetherington	Manila	Liverpool.
— 10	Jas. Shepherd	Jean	Shanghai	Off Scilly.
— 10	Roslin Castle	Alexander	Maulmain	Do.
— 13	Mangerton	—	Do.	Clyde.
— 7	Gen. de Steurs	Viersma	Banjoewangie	Zierikzee.
— 12	Emperor	Dudley	Shanghai	London.
— 12	Falcon	Luxton	Macao	Do.
— 12	George and Henry	Meyer	Penang	Do.
— 12	Albatross	Lausen	Do.	Do.
— 12	Empress of India	Lawson	Singapore	Deal.
— 7	County of Elgin	—	Java, for Rotterdam	Off the Lizard.
— 13	Chanticleer	Purdy	Shanghai	London.
— 11	Heros	Brolin	Singapore	Falmouth.
— 11	Clara	Nickels	Akyab	Do.
— 11	Giscours	Laine	Do.	Do.
— 11	South America	Bayard	Bassein	Do.
— 11	Malvina Vidal	Kessel	Singapore	Do.
— 13	Brilliant	Walker	Yokohama	London.
— 18	Patna	Jones	Foochow	Do.
— 13	Strathallan	Paddle	Akyab	Do.
— 12	Mauritius	Holst	Batavia, for Hamburg	Cowes.
— 12	Rosella	Emery	Hong Kong	Falmouth.
— 12	Viscount Canning	Gardener	Maulmain	Do.
Apr.30	Maria Elizabeth	Sevel	Padang	New York.
May 1	Surprise	Ranlett	Amoy	Do.
— 1	Crested Wave	Renolf	Singapore	Do.
— 13	Alice	—	Penang	Deal.
— 13	Eastern Star	Kirkaldy	Singapore	Do.
— 14	Christian Rankin	Higgins	Colombo	London.
— 14	Thames	Arnold	Do.	Do.
— 11	Rotterdam	Janzen	Bnjwngie., for Rtrdm.	Off Scilly.
— 13	Philip Nelson	—	Zebu	Liverpool.
— 13	Antipodes	—	Singapore	Do.
— 11	Nouveau Nomade	Marchandeau	Do.	Belle Isle.
— 14	Princess Dagmar	—	Colombo	Deal.
— 14	J. C. Schotel	Chevalier	Batavia, for Rottrdm.	Do.
— 13	Maury	Schramm	Bankok, for Bremen	Off Falmouth.
— 11	Celle	—	Singap., for Hamburg	Scilly.
— 14	Coquimbo	—	Colombo	London.
— 14	Ailsa Craig	Levason	Foochow	Do.

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DEPARTURES.

Date.	Ship.	Captain.	For	From
May 4	Agra	Miller	Cardiff and Japan	London.
— 2	Wm. Turner	—	Shanghai	Liverpool.
— 2	Veronica	—	Hong Kong	Do.
— 2	Prince Waldemar	—	Singapore	Do.
— 2	Sliedrecht	Borchers	Java	Sunderland.
— 5	Corea	Carr	Hong Kong	London.
—	Singapore	Confucius	Singapore	Amsterdam.
— 3	Jalawar	Carruthers	Hong Kong	Cardiff.
— 3	Eureka	Young	Singapore	Do.
— 3	St. Thomas	Thagard	Do.	Liverpool.
— 2	Annie Storey	Penny	Batavia	Glasgow.
Apr.29	Camentin	—	Saigon	Marseilles.
May 6	Vigil	Gilpin	Tientsin and Chefoo	London.
— 5	Onrust	Weissenbruch	Hong Kong	Cardiff
— 5	Orion	Gertz	Singapore	Liverpool.
— 6	Copernicus (str.)	Markwell	Mauritius, Penang, Singap., Hg. Kong, and Shanghai	Do.
— 7	Nile (str.)	Wilson	Singap., H.K., Shang., Nagas., & Yokohma.	London.
— 7	Proteus	Murphy	Cardiff and Hg. Kong	Do.
—	Chusan	Wagener	Hong Kong	Hamburg.
—	Vier Gezusters	—	Java	Holland.
—	Sourabaya Packet	Oliver	Do.	Amsterdam.
—	Ouderkerkanden Amstel	Dingemann	Samarang	Do.
— 6	Spanker	Swan	Galle	Glasgow.
— 8	Invincible	Beeching	Hong Kong	London.
— 8	Laurel	Smith	Shanghai	Do.
— 6	Skimmer of the Wave	Smith	Galle	Sunderland.
— 9	Ellenborough	Robb	Colombo	London.
— 9	Contest	Gadd	Yokohama & Nagasaki	Do.
— 6	Deucalion	Turner	Hong Kong	Newport.
— 6	Cornelia	—	Shanghai	Cardiff
— 8	Bothwell Castle	Fraser	Singapore	Glasgow.
— 11	Princess of Wales	Shield	Hong Kong	London.
— 8	Wm. Wilson	Welburn	Do.	Cardiff.
— 9	D. of Northumberland	Lewis	Galle	Swansea.
— 9	Java	Tuk	Batavia	Liverpool.
— 9	Dipton	Golightly	Galle	Sunderland.
— 10	Cornelia	M'Wallie	Shanghai	Penarth Dock.
— 9	Caractacus	Murray	Yokohama	Liverpool.
— 12	John Lidgett	Polson	Hong Kong	London.
— 11	Arica	Willow	Do.	Penarth Dock.
—	Mary Goddard	van Neuhuys	Macassar	Rotterdam.
— 12	Mary Tatham	Jeffrey	Singapore	Penarth Dock.
— 10	Braemar	Griffiths	Galle	Liverpool.
— 12	Gelderland	Muller	Batavia	Sunderland.
— 14	Mina	Ygartun	Cardiff and Hg. Kong	London.
— 5	Nouvelle Penelope	—	Saigon	Havre.

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: Solent, John C. Munro. For Tientsin and Chefoo: Helpmeet. For Shanghai: Tamerlane, Tyburnia, Dilpussund, Polmaise, Lammermuir, Merse, Jas. Shepherd. For Hong Kong: Finzel, Red Deer, Louisa, Whitehall. For Batavia: Kron Prinz von Preussen. For Singapore: Constantia, Florence Nightingale. For Penang: Alvington, Eleanor. For Colombo: Ocean Rover, Thames. For Colombo and Cannanore: Southern Cross.

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At GLASGOW.—For Yokohama: Stirlingshire. For Hong Kong: Alida. For Singapore: Harrington. For Batavia and Sourabaya: County of Argyle.

At GREENOCK.—For Colombo: War Cloud.

SPOKEN.

AUGUSTE, Java to Amsterdam, April 14, 36 N., 37 W.
SENIOR, Amsterdam to Sourabaya, April 10, 43 N., 12 W.
BENGAL, Manila to Boston, Feb. 11, 19 S., 95 E.
ELIZA (N.G.), Siam to Falmouth, March 6, 35 S., lon. 2 E.
HELEN BLACK (supposed), Aberdeen to Nagasaki, March 21, 6 N., 2 W.
JOHANNA (Russian ship), London to Batavia, March 14, 1 N., 22 W.
ACHILLES (s.s.), Liverpool to Shanghai, March 23, 25 S., 52 E.
LOLA, Shanghai to New York, March 3, lat. 34, lon. 30 E.
ARGO, Rotterdam to Batavia, Feb. 17, 28 S., 33 W
AURORA (Dutch barque), bound to Amoy, in the Gilolo Passage.
WHINFELL, Cardiff to Shanghai, March 24, 3 S., 87 E.
FREYA (Ham. barque), for Singapore.
ELEANORE AND LAURENT (French barque), for Singapore.
CLEOPATRA (barque), for Singapore.
ARAB STEED, London to Singapore, in Banca Straits.
AML. FREHAULT, Chusan to Marseilles.
CALDBECK, Straits of Sunda to London, April 15, 27 N., 40 W.
ALBLASSERWAARD, Newport to Yokohama, Feb. 12, 33 S., 98 E.
JOHN PETER, Cochin China to Hamburg, April 7, 2 N., 25 W.
BENJAMIN NICHOLSON, Penang to London, April 9, 5 N., 28 W.
MARIA DIEDERIKA, Batavia to Rotterdam, Feb. 17, 22 S., 82 E.
BRISTOW, Sourabaya to Amsterdam, April 12, 12 N., 34 W.
TALBOT, Singapore to London, March 23, in Banca Straits.
NIEUWE WATERWEG, Cardiff to Singapore, in Banca Straits.
DILKHOOSH, London to Shanghai, Jan. 19, 42 S., 58 E.
GOLDEN AGE, Samarang to Amsterdam, April 14, 32 N., 43 W.
MILLA (?), Ceylon to London, March 8, 29 S., 11 E.
CORNELIS GIPDS, Java to Holland, March 24, 27 S., 7 E.
ROYAL DIADEM, Shanghai to London, March 18, 35 S., 22 E.
MATADOR, Batavia to Amsterdam, March 31, 20 S., 1 W.
ROSILLA, of Shields, from Hong Kong, March 21, 12 S., 10 W.
COULNAKYLE, London to Amoy, March 11, 33 S., 24 W.
MARGARET GIBSON, Shanghai to London, April 25, 39 N., 36 W.
ORIENTAL (Fr. barq.), Bordeaux to Saigon, Feb. 24, 35 S., 8 W.
ACADIA (Dut. ship), Bat. to Amst., 62 days out, March 29, 11 S., 10 W.
VELOCITY, London to Japan, March 12, 31 S., 30 W.
ESPERANCE, Macao to Havana, March 24, 25 S., 19 E.
IDA ELIZABETH, Rotterdam to Samarang, Jan. 20, off Madeira.
LOUIS LAGRAND (?), Shanghai to London, May 1, 49 N., 13 W.
SEAFIELD (s.), Colombo to Lon., April 1, 5 miles W. of Cape St. Francis.
MADURA, Liverpool to Galle, 32 days out, 19 S., 30 W.
CATHERINE, China to Bremen, March 3, 29 S., 44 E.
FRENCH BARQ., 2 pen., No. 0629, Sin. to Belle Isle, May 4, 47 N., 16W.
HENDERINA (barq.), Sunderland to Singapore, Mar. 31.
ROMEO (Amer. ship), for Ceylon, 17 S., 37 W.
ORION, Liverpool to Singapore, May 10, 50 N., 9 W.
PALMERSTON, Colombo to London, April 26, 31 N., 41 W.
WILLIAM AND ROBERTS (?) (bq.), Shanghai to London, March 29.
BENVENUE, London to Penang, March 2, 1 N., 23 W.
AUFFREDY, Nantes to Cochin China, April 7, 4 N., 25 W.
TEVIOT, London to Ceylon, May 3, 48 N., 10 W.
GLENCLUNE (barq.), Clyde to Sourabaya, March 21, 26 S., 23 W.
HELEN'S BANK, Penang to London, February 16, 21 S., 85 E.
AKERSHUS, Singapore to Falmouth, February 10, 18 S., 99 E.
ROTHSCHILD (Dutch ship), Bali to Rotterdam, April 25, 30 N., 38 W.
LIZZIE HARWARD, Shanghai to London, Feb. 21, off Cape Good Hope.
ANNIE SCOTT, Liverpool to Galle, March 26, 18 S., 26 W.
WYNAUD, London to Ceylon, March 29, 4 S., 20 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain unaltered; coal freights from the Northern outports are much easier.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight and 35s. meast. To Nagasaki: 50s. meast, 40s. weight. To Shanghai: 40s. weight., or meast. To Cheefoo: 45s. weight or meast. To Hong Kong: 40s. weight, 30s. meast. To Amoy: 45s. weight or meast. To Manila: 50s. weight or meast. To Singapore: 30s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £48. For Chefoo: £50. For Shanghai: £50. For Hong Kong: £42. For Singapore: £31. For Batavia: £30. For Galle, £30. From Newport, Cardiff, or Swansea per ton.—For Shanghai: £2 12s. For Chefoo, £2 10s. For Hong Kong, £2. For Manila, £1 15s. For Singapore: £1 12s. For Galle, £1 12s. 6d. For Colombo, £1 8s.

The Admiralty have invited tenders for the conveyance of 2 tons (heavy) iron targets, including 7 ft. (lt.) combustibles, for Colombo, at Woolwich; 19 tons (lt.) serjeants' stools, for Point de Galle or Colombo at the Tower; 4 tons naval masts, 37 to 48 feet by 7 to 12 inches; 5, tons (hy.) and 9 tons (lt.) naval common, 3 tons naval cordage, 6 tons naval sails, 1 ton navy medical stores, for Trincomalee, at Deptford; 3 tons naval iron cables, for Trincomalee, at Woolwich; to be shipped from the Thames, for Ceylon.

CASUALTIES.

The Chusan, Wagener, from Hamburg to Hong Kong, arrived at Dover May 6, with loss of foremast, main and mizen topmasts, having encountered a heavy wind off the South Foreland, the night previous.

The Alcyone, Staples, which arrived at New York April 23, from Yokohama, had experienced a heavy S.W. gale, Jan. 4, in the Japan sea, which strained the vessel and caused her to leak.

The Young England (ship), of Glasgow, from Newport to Hong Kong, with coals, was abandoned in a sinking state in lat. 36 S., lon. 24 E. Captain and crew saved by the Zanzibar (Hamburg barque), and landed at St. Helena.

The Betty, Chevalier, from Shields to Sourabaya, which put into Falmouth April 29 leaky, had been surveyed, and had commenced discharging her cargo.

Advices from Rotterdam, dated May 14, state that the Philip van Marnix (Dutch ship), from Java, was aground near Brouwershaven. Tugs and lighters had gone to her assistance.

MISCELLANEOUS.

Off ASCENSION.—April 3, Joachim, from Java, for Falmouth; 4, Maria Adriana, from Sourabaya, for Rotterdam; 6, Guam, from Shanghai, for Halifax, N.S.; 7, Silentium, from Bali, for Middleburg; Pieter, from Samarang, for Rotterdam; 9, Padang Packet, from Padang, for Amsterdam; 12, Naturalist, from Colombo, for London.

At ST. HELENA.—March 29, Zuleika, Riddell, from Java, and sailed, 30, for Falmouth; 30, Cornelia Mathilde, Houtkoper, from Banjoewangie, and sailed for Rotterdam; Amiral Proket, Ricke, from Singapore, and sailed, 31, for Belle Isle: Bell Hill, from Nagasaki, and sailed, 31, for New York; 31, Petronella, Leicher, from Sourabaya, and sailed for Rotterdam; Lichtstraal Jansen, from Banjoewangie, and sailed, April 2, for Amsterdam; Pepita, Mercus, from Manila, and sailed, April 1, for Cadiz; 1, America, Ferreyros, from Macao, and sailed, 2, for Havana; Doelwyk, Hoefman, from Batavia, and sailed, 2, for Rotterdam; 2, Westward Ho., Escott, from Banjoewangie, and sailed, 3, for Amsterdam; 5, Tres de Mayo, Cabieces, from Manila, and sailed for Falmouth; Australia, Zeylstra, from Batavia, and sailed, 6, for Rotterdam; 6, Tahti, Dahlberg, from Java, and sailed for Rotterdam; 8, Elizabeth Fleming, Foster, from Hong Kong, and sailed, 9, for Falmouth; 11, Hortensia, Ellessen, from Manila, and sailed for Queenstown.

Off ST. HELENA.—March 30, Juanita, from Samarang, for Rotterdam; Homer, from Shanghai; 4, Lansdowne, from Foochow; 6, Annie Braginton, from Shanghai for Montreal; 7, Ferdinand and Louis, from Java.

At TABLE BAY.—March 25, Esperance, Noel, from Macao, and sailed, 28, for Havana; 26, Argo, Rosenberg, from Batavia; 30, Union, Grant, from Saigon; 21, Clarendon, Jenkins, sailed for Batavia.

Off CAPE OF GOOD HOPE.—Marten v. Rossem, from Java.

At SIMON'S BAY.—March 19, Louis de Geer, Dannberg, sailed for Batavia.

At MAURITIUS.—March 20, Sea Belle, Leslie, from Saigon for Falmouth, leaky and with loss of rudder, as previously reported; from Saigon, Hooghly, Veillet, Francis, Parnet.

The Arbutus, Turnbull, from Padang to New York, which put into Algoa Bay, March 3, with master and part of crew sick, and loss of main-topmast, sailed thence for her destination March 21.

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Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line, from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departures for China will be from San Francisco:—

August 3rd, Sept. 1st, Oct. 3rd, Nov. 2nd, Dec. 3rd.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 145, Cheapside, London.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendome, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

From Havre, May 21, June 4 and 18, July 2 and 16.
From Brest, May 23, June 6 and 20, July 4 and 18.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f, and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co. Agents, 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from hat port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Directo

CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Shangha	Tyburnia ...	A1 14 yr.	E.I.D.	May 20.
Do.	Jas. Shepherd	A1 13 yr.	W.I.D.	May 20.
Hong Kong ...	Whitehall ...	A1 14 yr.	E.I.D.	With des.
Yokohama and Nagasaki ...	St of the East	A1 14 yr.	W.I.D.	With des.
Tient. & Chefoo	Helpmeet ...	A1 9 yr.	S.K.D.	With des.

For Freight and Passage apply at 5, Newman's-court Cornhill, London; or York Chambers, 55, King-street Manchester.

INDIA CHINA, AND JAPAN.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Docks.	Dates.
Bombay	Cilminar	A1 7 yr.	E.I.D.	May 22
Do.	New Brunswick	3.3ds I.I.	E.I.D.	May 28
Calcutta	Childwall Abbey	AA 1	E.I.D.	May 20
Do.	Calcutta	A1 20 yr.	E.I.D.	June 6
Shanghai	Lammermuir ...	AA 1	E.I.D.	June 10
Do.	Merse	A1 13 yr.	E.I.D.	To fol.
Sing. Shang., Yma., Ngski.	Nymph (s.s.) ...	A1 16 yr.	E.I.D.	June 6

For Freight or Passage apply at Poolfold-chambers, Cross-street, Manchester; or to 27, Leadenhall-street, London, E.C.

CHINA and JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Polmaise.....	A1 14 yr.	E.I.D.	May 30
Hong Kong ...	Red Deer ...	A1 10 yr.	E.I.D.	With des.
Do.	New Ship ...	A1 16 yr.	W.I.D.	To follow
Yokohama, (Kanagawa)	John Callum	A1 12 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

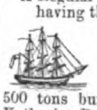
Destinatin.	Ships.	Class.	Tns.	Dock.	Date of Sailing
Colombo ...	Sthrn. Cross	A1 13 yrs.	668	L.D.	May 25
Do.	Palmerston.	A1 15 yrs.	978	W.I.D.	To fol.
Mangalore & Calicut	Life Brigde.	A1 8 yrs.	245	S.K.D.	May 20
Do. & Beypore & Cochin...	Maid Marian	A1 9 yrs.	600	L.D.	To fol.
Bombay ...	Haddington.	AA1	1459	E.I.D.	May 25

No. 22, Great St. Helen's, E.C.

STEAM to SINGAPORE, SHANGHAI, YOKOHAMA and NAGASAKI. To sail on the 6th of June, touching at St. Vincent and the Cape to coal, the magnificent new composite, Clyde-built, screw steamship NYMPH, A1 at Lloyd's for 16 years, 812 tons register, horse power 100 nominal, 480 indicated. This splendid vessel, built by Messrs. C. Connell and Co., of Glasgow, is guaranteed to steam the whole distance, and affords a most desirable opportunity for shippers requiring despatch. Her cabins are fitted with every convenience for the accommodation of passengers.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, London, E.C.

A Regular Trader. Will be very quickly despatched, having the greater portion of her cargo engaged.



DIRECT FOR MANGALORE, CANNANORE, CALICUT, and COCEIN, the beautiful clipper ship LIFE BRIGADE; A 1 8 years; 245 tons register, 500 tons burthen; W. SHEARER, Commander, St. Katharine Docks. This splendid clipper, built in 1866, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With immediate despatch. To follow the "Fort Regent," having the greater portion of her cargo engaged.

FOR COLOMBO and CANNANORE, the magnificent China clipper ship SOUTHERN CROSS, A1 13 years, 668 tons register; CHARLES MACDONALD, Commander; now loading in the London Docks. This splendid vessel, well-known for her very rapid passages, offers a most desirable opportunity to Shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Braunstone." Has the greater part of her Cargo engaged, and will meet with very quick despatch.

DIRECT FOR BOMBAY, THE splendid clipper ship HADDINGTON, A1 (belonging to the Peninsular and Oriental Steam Navigation Company), 1,459 Tons register; GEORGE KELLY, Commander; East India Docks. This magnificent vessel is very well known in the Bombay trade for her very rapid passages, and offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Life Brigade." Will be very quickly despatched, having the greater portion of her cargo engaged.

DIRECT FOR MANGALORE, CALICUT, BEYPORE, and COCHIN, the beautiful clipper ship MAID MARIAN, A1 9 years; 311 tons register, 600 tons burthen; J. RICHARDS, commander; London Docks. This splendid clipper, built in 1864, and coppered in July, 1867, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With despatch.

FOR HONG KONG, the well-known favourite clipper LOUISA, A1 10 years; 903 tons register; CHARLES LANSDOWN, Commander; East India Docks. This ship sails very fast, and has excellent accommodation for passengers.

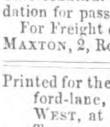
For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail on May 25.

FOR SHANGHAI, the splendid Clyde-built Clipper, TAMERLANE, A1; 764 tons register; A. HEDLEY, Commander; East India Docks. This well-known Ship is celebrated for her rapid passages.

For Freight or Passage, apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the "Tamerlane."



FOR SHANGHAI.—The well-known Clipper, MARY ANN WILSON, A1 14 years; 944 tons register; FREDERICK YEXLEY, Commander, East India Docks. This beautiful ship has a poop, with excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, May 18, 1868.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 283.] LONDON, MONDAY, JUNE 1, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	Homeward. Received this day.
JAPAN — Osaka and Hiogo			
Yedo	—	—	Apr. 8
Yokohama	Feb. 10	Apr. 2	Apr. 10
Nagasaki	—	—	Apr. 12
Hakodadi			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	—	—	Apr. 16
Ningpo	—	—	Apr. 14
Foe-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Mar. 6	Apr. 16	Apr. 22
Canton			
Macao			
PHILIPPINES— Manila	Feb. 26	Apr. 12	Apr. 15
COCHIN-CHINA— Saigon	—	—	Apr. 20
SIAM—Bangkok	—	—	Apr. 10
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	Apr. 23
MALACCA STRAITS— Singapore	Mar. 18	Apr. 20	Apr. 29
Penang	—	—	Apr. 24

The present is the sixth P. and O. China mail under the new contract that has been delivered on its due date. The next (French) mail, with Hong Kong dates to April 27, is expected on the 5th inst. It brings 800 bales silk and 1,800 packages new tea from Canton. Telegrams from Hong Kong, via Galle, are to the 1st May; from Shanghai, via Kiachta, to the 5th May.

WE have again to complain that the punctual delivery of the mail by the P. and O. Company is nullified by mismanagement on the part of the Post Office authorities. The delivery of the present mail extended from the first delivery up to 3 P.M., during which time letters and papers were being distributed in driblets.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Nyanza, arrived May 29.—From Yokohama: Mr. Mathieu, Mr. Foster. From Shanghai. Capt. C. E. Kofod. From Hong Kong: Mr. J. K. Whyte, Mr. McDougall, Mr. and Mrs. Bay and child. From Singapore: Mr. Lorch, Mr. Lamarche, child, and servant, Mr. Gotte. From Galle: Mr. Gordon.

To Southampton, per P. and O. steamer Pera, expected to arrive June 4.—From Yokohama: Mr. Baldock. From Hong Kong: Mr. and Mrs. Rapp, two children, and servant, Mr. Smale, Mr. and Mrs. Bell, Mr. Denton and one second-class passenger. From Galle: Mrs. Roberts and child.

By last Bombay mail, to Southampton, per P. and O. steamer Poonah, arrived May 27.—From Hong Kong: Mr. J. H. Phillips. From Singapore: Lieut.-Colonel Lovell, R.E., Mr. P. Spicer.

By last mail, to Southampton, per P. and O. steamer Ceylon, arrived May 21.—From Yokohama: Mr. J. Rogers. From Hong Kong: Mr. Howard, Dr. A. R. Smith, Mr. Platt, Mr. Gisbert, and two second-class passengers. From Singapore: Mrs. Wilson and two children, Mr. J. Huxtable. From Galle: Mr. and Mrs. Laing, three children, and servant, Mr. John Martin, Lieut.-Colonel de Winton, Mr. Blundell, and two second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Travancore, from Southampton, May 30.—To Hong Kong: Staff-Assistant Surgeon and Mrs. Kinahan, Mr. J. Bright. To Singapore: Mrs. Caldbeck and son. To Ceylon: Lieut. and Mrs. C. de B. Carey, Mr. J. F. Macready, Surgeon Watts, Ensign Small.

Per P. and O. steamer Nyanza, from Marseilles, June 7.—To Yokohama: Signor Del'Oro and two friends. To Shanghai: Mr. H. S. Morris. To Batavia: Mr. and Mrs. J. F. Kesting and two children. To Ceylon: Mr. W. Murray, Mrs. Murray.

Per P. and O. steamer Poonah, from Southampton, June 13.—To Yokohama: Mr. and Mrs. R. H. Brunton and child, Miss Wanchope, Mr. A. W. Blundell, Mr. C. McKin. To Singapore: Lieut. W. P. Jones, R.E., Mrs. Bernard.

Per P. and O. steamer Tanjore, from Marseilles, June 21.—To Yokohama: Mr. and Mrs. C. A. McBean. To Hong Kong: Mr. C. S. Taylor.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port are to April 10th. The outward mail of Feb. 10th arrived on the 2nd April. The *Japan Times* gives the following summary of the news of the fortnight:—

The P.M.S.S. Co.'s steamer *Great Republic*, of whose safety fears had for three or four days been entertained, arrived on the afternoon of the 7th April. It appears that she did not leave San Francisco until March 7th, having been delayed for the arrival of the steamer from the south. When within about 2,100 miles of this port the starboard shaft broke, and one of the paddles was put *hors de combat;* with the other she completed her voyage, arriving, in consequence of the double delay, twelve days after due date. Of course the *Great Republic* is unable to proceed on her voyage to Hong Kong, and the *New York* has to take on her passengers and cargo. It is to be hoped that the P.M.S.S. Co. will profit by the severe lesson they have received.

At the date of our last report the advanced guard of the Imperial troops sent to occupy Yedo was on the Tokaido, close to us and within twenty miles of the capital. The late Shiogoon having made his submission and his Cabinet being dispersed, there appeared nothing to prevent a peaceful change of garrison and Government, But the advance was checked, and affairs are now at a dead-lock. The envoy of the Mikado, with the main body of his army, is still at Hakone or beyond it; his progress having been stayed by the arrival of an embassy from Yedo. The terms on which that capital is to be given up are not yet, it is understood, finally arranged.

Rumours have been current during the last two days, of fighting in the neighbourhood of Osaka, but there is no truth in them. The fact is that the troops of the Southern Daimios are approching Yedo by two different roads; the main body, which we have already mentioned, are moving upon the capital of the Shiogoon by the Tokaido; while a detachment, chiefly of Chiosiu's men, have skirted the western base of Fusiyama and are descending on it from that direction. We hear of these men having committed some excesses in the Koshiu silk districts, and it is by no means unlikely that some skirmishing has taken place between them and adherents of the Tokugawa family, but there has been no fighting of any importance. We are really quite safe here at all events, so that our friends at home need feel in no way alarmed. It is true that Consuls and Ministers of various nationalities are privately recommending their compatriots to carry arms again, as in the old times, and to keep within the settlement as much as possible, but their recommendations are not much attended to apparently.

At the time when the attack on Sir Harry Parkes was made the French and Dutch Ministers were waiting at the Mikado's palace for their colleague, it having been arranged that the three Ministers should pay their visit to the Emperor together. For some time Sir Harry's non-arrival created no surprise, as he is notoriously unpunctual, but after a long delay the representatives of France and Holland gave him up and had their audience. When they came out they were told what had occurred; and it is now known that the news had arrived some time previously, but had been concealed from them, lest they should have insisted on leaving the palace without seeing the Mikado. On the following day Sir Harry paid his visit and this

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time without accident, he most minute precautions having been taken, barriers erected and guards posted at every point of vantage. The interview was most satisfactory. The Mikado expressed his pleasure at seeing the representative of Her Majesty, concerning whose health he solicitously inquired; referred to the recent unfortunate occurrences with regret, and stated his desire that they should not be allowed to interrupt the friendly relations existing between Japan and Great Britain. Sir Harry replied in suitable terms in the name of the Queen, following the Emperor's speech paragraph by paragraph, and the short interview was over. The ceremonial is described to us as singularly simple. The Mikado, a youth of about sixteen, sat under a canopy, with his Kuges, the highest officers of his Court, and the Mias, his uncles, round him. He was seated on a chair, and close behind him knelt Arisugawa Sotsu no Mia, the Sosai or Prime Minister, ready to prompt the boy Emperor in what he had to say to the representative of his ally. Lower down the room, which was quite bare of other furniture, sat the Daimios who were present, in two lines, so placed that they could not see him. He is well grown, but of a heavy, though not unintelligent cast of face. His expression, naturally enough, seemed to be one of restrained but intense curiosity, and the look of wonder was certainly not diminished by a very singular artificial deformity. His eyebrows were shaved clean, and a pair painted about an inch higher up his forehead. What little he had to say he said well, in a self-possessed and dignified manner.

The English Minister had his audience on the 26th and on the 27th left for Osaka. We must hope everything of the best to result from the highly important fact of our having thus at last stood face to face with the hitherto sacred and inaccessible Mikado of Japan. One good has certainly arisen already from the Minister's visit and out of the attack on Sir Harry's escort A proclamation from the Emperor has gone through the length and breadth of the land, making it more than capitally punishable—making it disgraceful to kill, or attempt to kill, a foreigner. Before execution, a Samurai's swords will be formally taken from him, his family pronounced degraded, and his name struck out for ever from the roll of men of gentle birth. This will do much, probably as much as can be done by anything but time, to protect us against the hate of fanatical, mistaken patriots, and it is almost safe to predict that, unless we ourselves give strong provocation, we have buried the last victims to prejudice and ancient custom in Japan.

CHINA.

—o—

SHANGHAI.

Dates by this mail are to the 16th April. The outward mail of 26th February arrived on the 11th April with telegrams to 6th March. *Via* Kiachta dates to 10th had been received. The following summary is from the *North China Herald*:—

A Peking correspondent writes:—"Have you heard of a Buddhist Mission to Europe being got up by Mr. Hart? I scarcely believe it, but it is whispered that a hundred shavelings are to be sent home to attack Christianity at its headquarters, the expenses, of course, to be paid out of the tonnage dues."

Our Tientsin correspondent says:—"No additional news has come to hand about the rebels. They appear to be very badly off for food, being obliged to live on mule and horse flesh; and I am of opinion they can't hold out many days longer, and will be compelled to cut their way through the Imperial lines to the southward to save their lives—that is such as can escape death at the hands of the Imperial forces. The French corvette *Forfait* and the gunboat *Le Breton* have arrived, and I hear the American gun vessel *Shenandoah* is expected here. The weather still continues cold, and last night it froze very much. A large opium dealer, Chang-yuh, has failed and dragged a great many Chinese into losses. Some foreigners here have also suffered by his failure."

A later date says:—Nearly all the sailing vessels have left, and nearly all in ballast, for Chefoo. The steamers at present leave in ballast or partly loaded with ice. We are having very seasonable weather, and the crops are looking very well. I hope now that the grass is growing we shall see beef and mutton cheap again; at present prices are very high for those articles of food. The snipe have not yet appeared from the south, but we look for their appearance in twenty days at most. This is the only shooting we get in this region—a miserable place of residence in that respect. The Peking races have just come off, and I understand there were some first-rate ponies running. Our racing men are now training regularly every morning, and we are expecting to see the best meeting this spring that we have had for some time past. The rebels still appear to be masters of the route to Shansi province, but no fears are entertained by the Chinese of their coming to Tientsin or Peking. I imagine they must be badly off for food, and that they will soon be changing their quarters. Business would then rapidly rise here. Some Chinese speculators are buying 8¼ lbs. Grey Shirtings at 2.35 taels. The *Challenger* has arrived at Taku with direct shipments.

We learn that at some of the outports a circular letter has been received by H.M.'s Consuls from Sir R. Alcock, calling for information as to why all mention of the desirability of bonded warehouses had been studiously omitted from every memorial on the Revision of the Treaty, except that from Tientsin. His Excellency's surprise at the omission is natural. It is difficult to see why the bonded system is less applicable in China than elsewhere. Indeed, it would have seemed that merchants would be only too anxious to introduce a scheme that must relieve them from the present unjust system of payment on unsold goods.

A new steamer, called the *Yang-tze*, has been successfully launched. She is a fine-looking boat, measuring, we understand, 260 feet keel. She draws five feet only as she floats, and will, it is believed, draw only ten or eleven feet when loaded. Mr. Batchelder estimates that she will carry nearly 1,400 tons of river, or 1,000 of sea cargo, and 250 Chinese passengers on the upper deck. A good point about her is that the foreign passenger accommodation is forward and the Chinese aft; so that all the abominable smell of opium and native food which sickens foreign passengers on most of the Ningpo and river steamers, will be avoided. She is to be fitted with the *Governor General's* engines, and with the boilers of the old *Yang-tze*. The launch was an interesting one, as recording the success of the first attempt at shipbuilding, on a large scale, in Shanghai. Several smaller vessels have been constructed here before, and the *Hirado* and *Fusiyama* were launched from Pootung; but the greater part of their timbers were, we believe, prepared in America. Mr. Batchelder's new steamer has been made here from first to last.

We have received a letter from Mr. Cooper, dated the 6th March, on which date he had reached Ching-tu, the capital of Sze-chuen, and was making preparations to pursue his journey, having obtained a passport from the Viceroy. Mr. Cooper speaks of his journey as having been full of interest and adventure among the rapids on the river. He intended to travel westward, along part of the grand route to Thibet, to Bathang, 98 E. 28 N., from which point he hopes to cross the Himalayas to Sudya. He is compelled to take this route instead of that which he at first marked out, on account of the disturbed state of the south-western part of Szechuen. Mr. Cooper adds—"The Nepaulese Embassy is detained at Ching-tu by the Viceroy, who will not allow it to proceed to Peking. Yesterday a courier, with despatches to the Emperor on the subject of the Embassy, changed horses at the inn where I am stopping."

Meetings have been held of the North China and China Fire Insurance Companies. The former have been most successful, having accumulated tls. 578,000 in addition to their tls. 250,000 paid-up capital. Messrs. Bryans, Bell, Michie, Lavers, and Porter were elected directors for the ensuing year, and an increase to the remuneration of the directors, from tls. 5 to 10 per meeting, retrospectively to 1866, was agreed to. Letters from Messrs. Ashton and Co., relative to the withdrawal of the agency from their hands, were read. Certain information asked for by Mr. Overweg, regarding the average risks taken by the company on homeward bound ships, was given, and the directors were asked to consider the propriety of reducing the limit from tls. 75,000.

The China Fire has been less fortunate. It has still 100,000 taels surplus beyond its capital, but it has suffered heavy losses, and the shareholders seem inclined to wind it up at the end of the current year. At the meeting allusion was made to a scheme for organising a new one, which will be found detailed in a sketch that we publish elsewhere. It is suggested that the nominal capital should be the same as at present; but that 500,000 taels should be paid up; and security given by the shareholders for the remaining half of the value of their shares.

A meeting of members of the cricket club has also been held. The accounts were passed and the committee re-elected; and

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permission was given to the athletic sports committee to hold their meeting on the cricket ground.

We are glad to hear that the Asiatic Society intend trying to raise funds to pay the expense of exploring the Yellow River—as to its capabilities for navigation and trade.

A meeting of the Gas Company has been held at which the accounts were passed. A profit of tls. 8,000 has been realised on the year's working which, together with the tls. 40,000 worth of debentures taken up, have sufficed to extinguish its debt. We hope, now, the company will seriously consider the propriety of reducing the enormous price now charged for gas.

Our Chefoo correspondent writes :—"We have no news of rebels. They seem to have left Shantung altogether. Trade is flourishing, notwithstanding enormous imports. The fact is, the rebels did so much damage last year that native cottons are scarce and dear. So, with the lower rates ruling, it is likely Chefoo will take a much larger amount of manufactured goods than it did last year. The U S. *Shenandoah* left on the 6th for Corea, with a missionary Mr. Mathew, and the American Consul on board, as interpreters. We are congratulating ourselves, after twenty days of violent wind, on the arrival of really spring weather. Croquet parties are being started ; and, like the woods and fields around us, we are budding into life again."

Advices from Foochow, dated April 14, state :—"Weather in the tea districts cold and wet—very favourable to the plants ; indicating the probability of good quality of leaf but not a heavy crop, and rather late picking."

The case of Okooloff and Co., Russian merchants, against Jardine, Matheson, and Co. as owners of *Glengyle* for damage done to teas from Hankow, has been decided in favour of the plaintiffs ; claim 7,840 tls.

In re DENT and Co.

The bankruptcy case of Messrs. Dent and Co. was again gone into before Sir Edmund Hornby.

Mr. Mitchell, in the absence of Mr. Harwood, for the bankrupts.

This was an adjourned first meeting of creditors. None appeared. The official assignee reported that he had been informed that the banks in Hong Kong had abandoned their intention of appealing against the decision of the Supreme Court of that colony abjudicating the firm bankrupt. He also stated that he understood a deed of transfer and release had been executed by several of the creditors, but that the banks were delaying or had refused to give their assent to such deed. The only course he could suggest, under the circumstances and in the interests of the bankrupts and of the creditors at Shanghai, was to continue the proceedings in bankruptcy and to appoint a day for the last examination.

The Chief Judge observed that the proceedings of the banks in Hong Kong appeared to him to be inexplicable. Instead of joining heartily with the rest of the creditors and in the interests of all to get this large estate speedily wound up, useless delay was thrown in the way of any final settlement. The money was now lying idle at great loss to the creditors, simply, it appeared to him (the learned Judge) because the two banks could not agree to join with the rest of the creditors in finally disposing of the estate. No possible good could accrue to the creditors, but on the other hand great prejudice. The learned Judge believed that if months ago, instead of all this useless and expensive litigation, the creditors had come fairly forward and permitted the estate to be wound up under certain guarantees by the bankrupts, leaving it to them to do the best in the interests of all, in place of the insignificant sum which he now greatly feared might be all the creditors would get, they would have had great reason to congratulate themselves upon the confidence they would have shown, and in the power of the bankrupts to do more for them than is likely to be done in Courts of Bankruptcy. He sincerely trusted that a different disposition would be shown, as he greatly feared if this delay and inaction were persisted in that the assets would be wasted, and no one be the better for it.

Of course these remarks were quite independent of any opinion he might hereafter form, when he came to consider the conduct of the bankrupts as traders when they apply for their discharge ; but up to the present moment no creditors seemed to have taken any interest in the matter; and where those who were most interested were guilty of neglect, and seemed to have no object but to create delay, it was no part of the duty of a judge to travel beyond the evidence which might be before him, and up to this period none had been brought before him upon which he could form an opinion.

The application for the bankrupts' discharge might come on the 4th May next.

HONG KONG.

From Hong Kong our advices extend to the 22nd April. On the 16th April the outward mail of March 6th was delivered with London telegrams to the 14th.

The *Overland China Mail* sums up the fortnight's news as follows :—

No further steps have been taken by the Hong Kong Association. The Governor's reply to the resolution of the Chamber of Commerce condemning gambling licences is not yet published. The report of the Stamp Commission has been sent in, and a new schedule will be brought forward at the next meeting of the Legislative Council. The Hong Kong Fire Insurance Company is to be reconstituted under limited liability.

The following summary is from the *Overland Trade Report* :—

The subject of treaty revision has again been brought to the surface, by a correspondence which has taken place between Sir Rutherford Alcock and the British Minister, under date the 20th of March, addressed to the Consul at Shanghai, for the purpose of ascertaining why none of the memorials, except that from Tientsin, had asked for the establishment of bonded warehouses at the open ports of China. Sir Rutherford also, in another despatch, sought for some further explanation of the views of the mercantile community concerning the additional places at which they wished to obtain the right of residence for foreigners. In reply, the Chamber accounted for all omission of any reference to bonded warehouses by stating that it considered the subject one already under consideration, and also one which would best be dealt with by trade regulations, and need not be noticed in the treaty itself. The explanation is rather lame, inasmuch as the subject of drawbacks, which is manifestly still more a question of detail, was dealt with in the memorial. The probabilities are that the subject was simply overlooked, the framers of memorials being fallible like the rest of their species. The Chamber now replies, as a matter of course, that the introduction of bonded warehouses would greatly benefit the trade of the port. It is true, however, that the matter is not of such transcendant importance to the trade of China at large as might be supposed, inasmuch as Hong Kong is to a great extent a bonded warehouse for all the open ports. In reference to the places inland at which it would be desirable for foreigners to obtain the privilege of residing, the Chamber truly points out that what is wanted is more a general privilege to reside wherever the exigencies of trade may make it desirable from time to time that they should go, than a limited and restricted permission to reside at a few selected cities. In fact the object to be obtained, if possible, is the abandonment by the Chinese of the idea that all but a few specified places ought to be closed to foreign residents ; of course this could not be reached all at once. There is no doubt that the treaty of 1858 was in many ways a great shock to the Chinese mind, and it may be unreasonable to imagine that after the expiration of only ten years, the Government of this empire will be able to give up the remainder of traditions which have been preserved sacred for as many centuries as are covered by the isolated history of this people. Still we would like to see in the language used by a British minister at Peking, signs which would clearly show his perception of what is really wanted. Sir Rutherford has given evidence, by the despatches alluded to, of some activity and of an intention to press for concessions when the critical moment arrives. It would be ungrateful not to acknowledge this, but, without failing to appreciate so much readiness to fight the battle of progress as is apparently shown, it is possible to point out that a new character ought to be impressed upon the treaty of 1869. In 1858 European nations secured from the Chinese exemption in certain cases from the operation of those laws against foreign intercourse which ruled the empire at large. In the new treaty a visible advance ought to be made, not by increasing the number of the exemptions, but by establishing the principle that exemptions ought not to be needed at all,—that the rule should be in favour of free intercourse, unfettered by restrictions of any sorts, and that exemptions, if any should be found necessary, ought to be the other way. The manner in which the admission of foreigners in those cities where they are now at liberty to reside has worked, and the experience of journeys which have been made in the interior, through districts where foreigners had never been seen before, all proves that the fear of any dangerous consequences which might ensue from the removal

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of all restrictions is delusive. The great practical difficulty is that foreigners, if they have anything like free intercourse in China, as Englishmen have in France or *vice versa*, want something more than such liberty as is enjoyed by European nations amongst themselves, they want exterritoriality, and must have it if they have anything. This complicates the question no doubt, and may be a sufficient reason to justify the Minister in not pressing for everything all at once, but the provisions of a new treaty ought certainly, as has been said just now, to contemplate the normal propriety of opening China to foreigners as completely as Europe is opened to Chinese who like to go there.

The bankruptcy case of Messrs. Dent and Co. has been before the Court, and Chief Justice Smale insisted on duly attested affidavits from all creditors conveying their assent to the annulment of the bankruptcy. Mr. Pollard said he would be prepared with the proofs in due time.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates from this port are to April 29. The French mail of March 18th arrived out on the 20th April.

The *Straits Times* says:—"Locally there is very little, as usual, of any interest to comment upon. The early part of the fortnight was marked by a lively passage of arms between the Chief Justice and the Attorney-General, which however seems to have been merely the result of temporary loss of temper, natural perhaps in this hot climate, and particularly in a court-room which seems to have been specially devised by its ingenious architect to create misunderstandings by preventing bench from hearing bar or *vice versa*, and preventing the public from hearing anything.

"Our Municipal Commissioners have published a statement of accounts for 1867, which shows upon the whole a very satisfactory state of affairs. The cash credit balance from 1866 was $23,703.49, while that on 31st December, 1867, was $18,008.31. This is after paying various extraordinary items not likely to occur again, viz., $25,717.86 for Cavanagh Bridge, $9,272.19 for lighting the town with gas, $5,871.33 for new drainage, and $4,130.79 for repairs to the Town-hall. The outstandings at debit, consisting mainly of loans, amounting to $98,000, are more than counterbalanced by the outstandings to be placed to credit, viz., reserved fund $45,000, unpaid assessment $42,000, with sundry other items, which show a surplus of some $10,000.

"The proposed change in the constitution of the Municipal bodies is opposed by the Penang Commissioners. The Singapore dignitaries offer no opposition, and confine themselves to quietly pointing out sundry difficulties in the way—as for example, that they hold the Town-hall in trust for the public, and cannot hand it over to anybody else—that some arrangement must be made about the Municipal debt of $98,000—that a further loan will be necessary for the water-works, &c. Malacca has not yet thought it worth while to give an opinion on the matter. The only objectionable feature about the whole scheme is that which enables Government to touch one dollar of Muncipal revenue for its own ends and purposes. This is an unheard of proposal and should not be listened to for a moment."

The Chamber of Commerce has again taken up the subject of the adulteration of gambier, and at a general meeting of members, on the 23rd April it, was resolved to petition the Legislature to pass an Act for the summary punishment of any person found guilty of adulterating produce.

Another failure has taken place in the bazaar—liabilities about $60,000. This is not so bad as the last, a composition of 50 per cent. having been offered, with part guarantee, and accepted.

Two American men-of-war have been in port during the last three weeks. One, the famous *Hartford*, has sailed for home. The other, the *Piscataqua*, the flagship of Admiral Rowan, successor in the China seas of the late lamented Admiral Bell, is still here, and her fine band played on the esplanade a few evenings ago, which has been our only public amusement during the last fortnight.

With reference to the closing of the Hong Kong Mint, the *Straits Times* says:—"We remember that when the first talk arose of establishing this institution, our merchants wanted it to be planted here as more sutiable than Hong Kong. Suppose they take steps to take it off the incapable hands of the Hong Kongites? This is a hint to the Straits Association. It will certainly be a great pity if we lose our regular supply of the really handsome dollars issued hitherto by the Hong Kong Mint."

REUTER'S TELEGRAMS.

(RECEIVED VIA GALLE, MAY 25.)

SHANGHAI, April 25.

According to advices from Japan to the 19th inst. the state of affairs was unchanged. Trade at Yokohama was paralysed.

COMMERCIAL.

SHANGHAI, April 25.

Grey shirtings, 6½ catty, 2.25 taels. Cotton, 18 taels. Tea season closed. Silk quiet; season closing. Settlements in fortnight, 700 bales; export to date, 55,125 bales. Exchange on London, 5s.

HONG KONG, May 1.

Grey shirtings, 6½ catty, $2 90c. Water twist, $120. Cotton, $18. Tea season closed. Exchange on London, 4s. 4d.

The following was received on the 27th May; it is not confirmed by Kiachta telegrams of several days' later date:—

ST. PETERSBURG, May 26.

Telegrams received from Tientsin *via* Kiachta to the 1st instant state that 40,000 of the Southern insurgents had been besieging Tientsin for five days, and threatened to storm the town. The neighbouring villages had been plundered. The garrison consisted of 20,000 men, and three gunboats were there for the protection of the Europeans.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ADAMSON—On the 17th May, at Rushton Park, Mountfield, Sussex, Mrs. W. R. Adamson, of a son.

BERKELEY—On the 27th May, at 54, Eaton-place, the Lady Catherine Berkeley, of a daughter.

BOYLE—On the 27th May, at Aldershott, the Lady Theresa Boyle, of a daughter.

DURHAM—On the 29th May, at 6, Cromwell Houses, the Countess of Durham, of a daughter.

ENGELHARDT—On the 26th May, the wife of F. H. C Engelhardt, Esq., of a daughter.

FORBES—On the 14th April, at Shanghai, the wife of F. B. Forbes, Esq., of a daughter.

HOWELL—On the 16th May, at Hampton Court, the wife of W. G. Howell, Esq., late of Shanghai, of a daughter.

ROBB—On the 9th April, at Spottiswood-park, Singapore, the wife of D. Robb, Esq., of a daughter, which survived only two hours.

VYSE—On the 17th May, at Langton Hall, near Malton, the wife of Lieut.-Colonel E. Howard Vyse, 3rd Hussars, of a son.

VANDENBERG—On the 11th April, at Hong Kong, the wife of F. A. Vandenberg, Esq., of a son.

MARRIAGES.

BARNARD—HORTA—On the 17th April, at Macao, by the Right Rev. Bishop de Souza, assisted by the Rev. Dr. Prince-noir, Frederick J. Barnard, Esq., barrister-at-law, eldest son of E. P. Barnard, Esq., of Knowlleton Grange, Norfolk, to Araminta Jose M. Maria Xaviera, eldest daughter of his Excellency Senhor De Ponte Horta, Governor of Macao, and granddaughter of the Duke of Saldanha.

GRAY—ASTLEY.—On the 27th May, at St. Paul's, Knightsbridge, by the Right Rev. the Lord Bishop of Capetown, and assisted by the Hon. and Rev. Robert Liddell and the Revs. Walter and Edward Gray, Edmond Robert Henry Gray, son of the late Rev. Henry Gray and Lady Emilie Gray, to Cecile Maria Astley, daughter of Sir Francis Astley, Bart., of Eastleigh, Wilts.

MAXWELL—GOODALL.—On the 7th April, at the Cathedral, Hong Kong, by the Rev. W. R. Beach, M.A., Colonial Chaplain, James M. Maxwell, M.D., Medical Missionary, Formosa, to Mary Anne Goodall, younger daughter of J. Goodall, Esq., Heathfield-road, Handsworth, Birmingham.

MOONEY—On the 11th April, at Honque, by the Rev. Mr. Nelson, in the presence of Mr. Lewis, U.S. Vice-Consul, Mr. John Kennedy Mooney, to Sarah relict of Capt. B. R. Wade, late of China.

DEATHS.

BASTIAN—At Nagasaki, Mr. Ferdinand Bastian, of Bremen, aged 21 years.

COMPTON—On the 18th May, at Horsell, Surrey, Mary Ann, second daughter of the late C. S. Compton, aged 66.

HERBERT—On the 27th May, after a very short illness, Frederick Charles Herbert, Commander R.N., son of the Hon. and Very Rev. William Herbert, aged 49.

HOPE—On the 25th May, at his residence, No. 9, Wilcombe-crescent, Bath, deeply regretted, Vice-Admiral Sackett Hope, aged 67.

LIDDELL—On the 28th May, at 72, Chester-square, Sir John Liddell, K.C.B., M.D., F.R.S., aged 74.

MARSH—On the 27th May, at his residence, 6, Victoria-square, Sir Henry Marsh, Bart., late Major 3rd Dragoon Guards, aged 47.

MUIR—On the 6th May, in London, George Muir, late of Malta, aged 55.

ROBB—On the 16th April, at Spottiswood-park, Jane, the beloved wife of D. Robb, Esq.

RICKARD—On the 1st April, at Hong Kong, Mr. James Guthrie Rickard, of the Oriental Bank Corporation.

TOWSE—On the 16th May, at No. 13, Albert-road, Regent's-park, Robert Beckwith Towse, Esq., late of Clothworkers' Hall.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The unsettled condition of the country had occasioned an almost entire suspension of business, many mercantile establishments having closed. For both Cottons and Woollens there had been a total absence of demand and a few transactions in Nos. 16-24 Cotton Yarn constituted the only business of the fortnight. In Metals the only inquiry had been for lead of which a few parcels were reported sold at $7.50 to $7.75 per picul.

SHANGHAI.—Cottons: During the early part of the period under review the market for Plain Cottons was quiet but firm, but on the receipt of more favourable advices from Tientsin a strong demand set in for 8¼ lbs. Grey Shirtings, which goods had improved in value 2 to 3 candareens per piece, and shipments of which had been made to some extent to both the above market and Hankow; 7 lbs. had also been in good inquiry, and values of such had advanced 5 candareens per piece. Sales of both 8¼ and 7 lbs. had been made "to arrive" to some extent. White Shirtings had been in better demand, at slightly higher figures. T-Cloths, 7 lbs., of finest makes, had been in good demand at enhanced prices; 6 lbs. of best quality, had also commanded higher figures, while common of both weights had not been wanted. Fancy Cottons had only been taken to a limited extent. The Argonaut was the only arrival from England with Piece Goods. Woollens: Spanish Stripes, Medium, Broad and Habit Cloths had found buyers to a limited extent. Camlets had only been in trifling demand. Long Ells had met with but little attention, at lower rates. Lastings had continued dull of sale. Figured Orleans had been more inquired for. Metals: Flat and Round Iron had not been wanted even at re-

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duced values. Nail Rod had been in fair demand. Hoop and Pig had been dull of sale. Lead had continued in good demand at enhanced prices. Tin Plates and Steel had been asked for. Quicksilver had been in small inquiry for the Hankow market. Coals: There had been an active demand on Chinese account during the fortnight, and prices were looking upwards. Cardiff: Without arrivals, and transactions very trifling. English: A small cargo offered at previous rates. American sold from ship at tls. 14 per ton. Australian: Prices for Sydney kinds had further advanced, and sales had been made at tls. 12.5. to 12.7.5 per ton from ship, but for Newcastle, N.S.W. only much lower prices were offered. Japan and Formosa: Without arrivals or transactions. Arrivals: 1,100 tons from Great Britain; 1,038 tons from America, 3,900 tons from Australia,—in all, 6,038 tons. The quotations were:—G. E. Grey Shirtings, 38½ yds. 31 in. 7 lbs., tls. 1.9.5 to 2 per piece; 8¼ to 8½ lbs., tls. 2.2.7 to 2.3.3; 9 to 9¾ lbs., tls. 2.6 to 3.2.5; G. E. White Shirtings, 40 yards 36 inches, 56 reed, tls. 2.2 to 2.2.5; 60 reed, tls. 2.2.5 to 2.3; 64 reed, tls. 2.3.5 to 2.4; 66 to 72 reed, tls. 2.4.5 to 2.8; American Drills, 40 yds. 30 in. 15 lbs., tls. 4.2. to 4.4.; American Jeans, 30 yds. 30 in. 10½ lbs., tls. 4; American Sheetings, 40 yds. 40 in. 15 lbs., tls. 4.4 to 4.5; English Drills, 40 yds. 30 in. 12 to 15 lbs., tls. 4 to 4.2; T-Cloths, 6 to 7 lbs., 24 yds. 32 in., tls. 1.5 to 2.1.5; 8 to 8·4 lbs., 24 yds. 36 in., tls. 2.3 to 2.6. Spanish Stripes, tls. 0.6 to 0.6.5 per yard; Medium, Broad and Habit Cloths, tls. 0.8.0 to 1.1.0; Camlets, English, S., 56 yds. 31 in., tls. 12.7.5 to 13.2.5 per piece; do., SS, tls. 12.5 to 13; do., SSS, tls. 10.5 to 11; Long Ells, Scarlet, 24 yds. 31 in. 12 lbs., tls. 6.3 to 6.4; do., Assorted, ls. 6.4 to 6.6; Lastings, 30 yds. 31 in., tls. 12 to 12.5; Iron, Flat and Round, tls. 2.3.0. to 2.4.0 per picul; Nail Rod, tls. 2.5.5; Hoop, tls. 2.5; Pig, tls. 16 per ton; Lead, tls. 6.7 to 6.8.5 per picul; Tin Plates, tls. 6 per box; Steel, tls. 4 per tub; Quicksilver, tls. 51.5 per picul.

HANKOW.—There had been an unusually heavy demand for Plain Cottons, and although supplies had been unprecedentedly large, they had only been on a par with requirements. In other descriptions of goods business had been very quiet. Grey Shirtings had maintained their value for really fine makes, and sales of 8 lbs. 4 oz. "eagles" had been made at tls. 2.3.2 to 2.3.5 per piece, at which the market was quiet, but firm. White Shirtings had meet with fair inquiry at about last mail's rates. T-Cloths, 7 lbs., of common make, had been difficult to place, but fine quality had been readily saleable at advanced prices. Grey Drills, both English and American, had been dull of sale. Fancy Cottons had been much neglected. Camlets had been in limited demand. Lastings unchanged. Scarlet Long Ells had given way in value. Spanish Stripes had not been much asked for. Figured Orleans had shown no signs of improvement.

FOOCHOW.—The only sales reported were as follows:—900 pieces 7 lbs. T-Cloths, at $2.50 to 2.60; 1,300 pieces 8¼ lbs. Grey Shirtings, at $3.20 to 3.25; and 300 piculs Lead at $11.

HONG KONG.—Cotton Yarn: There was no inquiry whatever, during the early part of the interval, and sales could only have been effected at some decline, but improvement in the raw material had not been without effect, and a few small parcels had been quitted at last quotations. Piece Goods: Little attention had been given to manufactures, and prices generally were lower. 7lbs. Grey Shirtings and T-Cloths had been taken to a moderate extent on former terms, and the best qualities of the latter were still wanted. 8.4lbs. Grey Shirtings were quite neglected. White Shirtings were without change. 40 yard English Drills were wanted and dearer, but holders of 30 yard sold at a decline owing to the large stock. In American manufactures nothing had been done. Woollens: Assorted Long Ells were again a little dearer, Scarlet and Lastings were unchanged. Spanish Stripes easier. Blankets very firm. There had been a slight reaction in prices of Camlets, and the downward tendency had been entirely checked, but we can hardly expect any decided change until the hot season draws towards its close. Metals: Nail Rod Iron was a shade dearer. Bar weak. Hoop steady. Wire higher. Lead was dearer in limited supply, and much wanted. Straits Tin firm, but Malacca a little lower, buyers considering the former difference in values disproportionate. Tin Plates higher. English Quicksilver unchanged, but California had improved 50 cents per picul. Coal: Arrivals during the fortnight, 316 tons Welsh, 490 do. Sydney, and 1,582 do. Anthracite to consumers, and about 250 tons Anthracite. No sales reported, and no change in quotations of kinds other than Anthracite. There had been some inquiry for this description of Coal both for shipment northwards and in anticipation of the arrival of American men-of-war, and holders were unwilling to sell except at an advance of $2 per ton.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The business of the fortnight had been very much restricted, in consequence of the merchants keeping back supplies until the political affairs of the country are more settled; settlements had therefore been very limited, and do not exceed 700 piculs. Higher prices had been given in some instances for a few finest parcels, but Common to Good Common remained without change. Stocks were estimated to be about 600 piculs. The Rifleman was loading for New York and the St. Dunstan sailed on the 2nd April taking 448.878 lbs. The quotations were:—Common, $18 to 22 per picul; Good Common, $22 to 24 do.; Medium, $24 to 26 do.; Good Medium, $27 to 30 do.; Fine, $31 to 32 do.; Finest, $33 to 35 do; Choice, $36 to 45 do.

SHANGHAI.—Black: Immediately after the departure of the previous mail several buyers came forward and cleared the market of the few chops that were left, consisting for the most part of third-crop Ningchow kinds, at tls. 20 to 22, being an advance of about a tael on previous quotations. This cost is materially enhanced by the late rise in exchange and freights. No further arrivals were expected from the country, and the departure of the Magellan for London, closed the season. Settlements for the fortnight, 1,450 chests. Green: Transactions for the fortnight had been small, and there was but little change in prices. A few Shanghai-packed teas had been settled at rather easier rates. As there was no stock of country-packed teas, the quotations were nominal. Settlements for the fortnight, 2,600 ½half-chests; re-shipments on owners' account, 1,448 half-chests; Stock, 3,659 packages. Total 4,048 half-chests.

HANKOW.—Three small chops of Black Tea (old), amounting in all to less than 600 chests—500 of which are dust—had come to hand, one of which had found a buyer, and the remaining two had been shipped to Shanghai on native account.

FOOCHOW.—Messrs. Olyphant and Co.'s circular states:—There have been no settlements of old tea. Most of the teamen have left for the interior, taking with them a somewhat larger amount of treasure than last season, but this is principally on loan, and not against contracts, few of which have been entered into. The principal buyers of Oolong have joined in a formal protest to teamen on the subject of dusty teas, but it is doubtful whether their representations will be productive of much good, their action the past season being so contradictory of their assertions made prior to the opening of the market, that teamen are not disposed to give credence to any representations now made them by foreigners.

AMOY.—A few small parcels of new leaf had come to hand, but nothing had transpired as to quality.

CANTON.—The season was virtually closed at this port; the stock still on offer consisting of only about 7,000 packages of the commonest grades Canton packed Teas, of very undesirable quality. It was generally credited that the buyers of leaf in the country are this year giving from 2 to 2½ tls. per picul more than was paid at the commencement of last season; and it is anticipated that fully that advance on the opening prices of last season will be demanded for the first arrivals of new Teas.

SILK.

YOKOHAMA.—The disturbed state of the country had interfered with the market, and Silks of good quality had been scarcer than ever. Prices had consequently generally advanced:—Good Medium classes especially had obtained considerably higher rates than last quoted. Settlements are estimated at 550 bales. Stocks are reduced to about 500 bales. The quotations (laid down in London all charges included at exchange 4s. 3½d. six months' sight) were as follows:—Hanks: Mybash, Sinchu, &c., 1, 2, 34s. 6d. to 36s. 6d.; do. do., 1, 2, 3, 31s. 9d. to 33s. 7d.; do. do., 2, 3, 4, 38s. 1d. to 30s. 10d.; do. do., Inferior, 25s. 4d. to 27s. 7d.; Oshu Best, 32s. 8d. to 35s. 9d.; do. Medium, 28s. 1d. to 30s. 10d.; do. Inferior, 24s. 8d. to 26s. 6d.; Coshu, 1, 2, nom., 30s. 10d. to 31s. 11d.; do. Medium, 27s. 2d. to 30s. 1d.; do. Inferior, 23s. 7d. to 26s. 3d.; Sodai 1, 2, 27s. 2d. to 30s. 10d.; do. Inferior, 23s. 7d. to 25s. 4d.; Etchesen Best, 26s. 6d. to 29s. 0d.; do. 2, 23s. 7d. to 25s. 4d.; do. Inferior, 20s. 10d. to 23s. 7d.

SHANGHAI.—Owing to more favourable advices having been received from the home silk markets, the settlements for the fortnight had been much larger than were expected, but the arrivals from the country about keep pace with them, so that the estimated unsold stock remained unaltered. Correct quotations were difficult to arrive at excepting for Chop Taatlees and Re-reels, a portion of the inferior classes by this mail having been taken in barter against imports, at prices which, if reported correctly, would show a considerable advance on the last mail's rates. It would not now appear that the export for the present season will exceed 41,500 bales Chinas. The hatching of the eggs for the new season's crop was expected to commence immediately. The last P. and O. steamer, cleared on the 2nd April, with 282 bales Chinas and 123 Japans for England, 148 and 236 bales for France, and 47 bales Chinas for Bombay. The present steamer had 300 bales engaged, and was expected to take nearly the whole of the settlements. The Messageries Imperiales steamer had 24 bales engaged. Settlements for the fortnight, 650 bales. The quotations (at exchange 6s. 0½d. per tael, freight overland, 11 tls. per bale) were as follows:—No. 2, Tsatlee, 29s. 8d.; No. 3 Tsatlee, 28s. 7d.; No. 2 Taysaam, 21s. 3d. to 22s.; No. 3 Taysaam, 19s. 2d. to 20s. 3d.; No. 2 Yuenfa and Hainings, 24s. 4d. to 25s. 1d.; No. 3, 23s. 4d. to 23s. 7d.; Hangchow Tsatlee, inferior, 21s. 3d. to 21s. 10d.; Throwns, 23s. 10d. to 25s. 10d.

CANTON.—Messrs. Olyphant's Circular says:—"The business of the fortnight is comprised in the settlements of our parcel of Re-reeled Cumchook, composed mainly of medium and second-qualities at $530 to 545 per picul. We consider this an extreme price, and, in face of the growing desire of holders to place their stocks, conducive to no good, merely stimulating them to demand prices far beyond the views of most purchasers, evinced by the reaction at the close, when holders, after demanding full prices, were much more anxious to realise. In other descriptions we can learn of no offers. Prospects for the new crop still continue favourable."

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 3d.	4s. 3⅛d.	4s. 3⅛d.
Shanghai „ „ ...	5s. 11¼d.	6s. 0d.	6s. 0⅛d.
Canton „ „	4s. 3⅛d.	4s. 4⅛d.	4s. 4⅛d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	—	—	—
Manila „ „ ...	4s. 4d.	4s. 4⅛d.	4s. 4⅛d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India (Rupees)	302 to 303 p. 100 Tls	217 to 218 p 100 dols.
„ Hong Kong	27½ per cent. dis.	—
Bar silver	11·4 per cent. prem.	1⅛ per cent. prem.
Mexican dollars	Tls 7·2 per 100 dols.	1⅛ per cent. prem.

Bons, at Yokohama, 289 to 290 per 100 dols. At Nagasaki, — to — per 100 dols.

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Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Cardiff, March 26, Seawfell; from Havre, April 6, Marie Alexandrine; from New York, March 28, Robert Porter; April 6, Cuyanhogo (steamer); from Baltimore, 27, Scioto.

At SHANGHAI.—From London, April 12, Argonaut.

At HONG KONG.—From Cardiff, April 16, Ellen Moris; from New York, 7, Benefactress; 14, Peruvian; from Newcastle, 19, Jane Woodburn.

At MANILA.—From Hamburg, April 12, Isabella.

At SINGAPORE.—From Liverpool, April 20, Achilles (st.), from Shields, Benares, from Newcastle; Caroline, from New York, 18, Piscutaqua (U.S. st.).

At PENANG.—From Liverpool, April 16, Achilles (st.).

At SHANGHAI.—From London, E. A. Oliver, Forward Ho, Dilkhoosh.

DEPARTURES.

From YOKOHAMA.—For New York, April 1, St. Dunstan.

From SHANGHAI.—For London, April 12, Magellan.

From HONG KONG and CANTON.—For New York, 9, Mathilde.

From MANILA. — For London, April 8, Sir Jamsetjee Family; for Liverpool, 14, Mary Warren; for New York, 8, Durham; for Boston, Hazard.

From SINGAPORE.—For London, April 22, Eleanor; 28, Foam; for Liverpool, 28, Alliance; 27, Lancastria, for New York; 23, Harford (U.S. st.).

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For New York, Rifleman.

At SHANGHAI.—For New York, Tavistock.

At HONG KONG and CANTON.—None.

At MANILA.—For London, Spirit of the North. For Falmouth, Lorton. For Cork, Charmian, Leon Crespo. For New York, Franklin, Malay, Sumatra.

At SINGAPORE.—For London, Anne Dymes. For Liverpool, Maraquita. For New York, Benares. For Boston, Gladiator.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates for coasting purposes have further declined, and for home there is still no vessel on the berth.

At HONG KONG and CANTON.—Tonnage continues scarce and a fair demand exists for coasting. To London and New York, the rates remain unchanged. Some charters have been made for U.K. via Saigon at £4.

At MANILA.—Freights are firm with a scarcity of tonnage, rates are £4 5s. per ton dry sugar.

REPORTS AND CASUALTIES.

HONG KONG

The Bremen barque has sustained some damages through collision with the steamer Lightning.

The steamer Lightning has sustained considerable damages, the cargo having caught fire.

PASSED STRAITS OF SUNDA.—April 15, Titania, London to Shanghai.

COMMERCIAL POSTSCRIPT.

The steamer Quangtung, from Aberdeen to Hong Kong, left Plymouth on the 27th May.

ARRIVALS NOT IN THE TABLES.—May 27, off Salcombe, from Manila, for Hamburg, Voladora; 30, at Falmouth, from Manila, Tresde Mayo; 28, at Queenstown, from Manila, Adolfo; 29, off Falmouth, from Sourabaya, for Amsterdam, Louis Henry; 28, at Brouwershaven, from Java, Burgemeester Hoffman.

DEPARTURES.—May 30, from London, for Penang, Alvington; for Cardiff and Shanghai, Albatross; ——from Hamburg, for Singapore, Gustav Adolph; 29, from Cardiff, for Galle, Areta; 28, from Liverpool, for Hong Kong, Frederick Veritas; for Manila, Ercilla.

SPOKEN.—Rudolph, Singapore to Hamburg, April 21, 5 N., 20 W.; Hindostan, London to Shanghai, April 14, 25 W.; ria Aand Betsy, Banjoewangie to Amsterdam, March 19, 36 S., 21 E.; Kosmopoliet II., Amsterdam to Batavia, April 20, 3 N., 24 W.; Rainbow, Boston to Batavia, April 25, 39 N., 52 W.; Douglas Castle, London to Shanghai, April 14, 20 W.

THE P. AND O. COMPANY.

The following extracts embody the most interesting features of the Report of the Directors of the P. and O. Company, to be presented at the meeting of the 4th June :—

The directors have much satisfaction in being able to report that the operations of the six months ending 31st March last, although they do not compare very favourably with corresponding periods of years gone by, show to advantage when examined with the result of those of the first six months of the financial year 1866 67. The absence of revenue from specie freights to the East is, however, still severely felt; and, while there is no lack of bulky cargo both to and from India by the company's steamers, it will be obvious to the proprietors that the cotton now imported, and the coarse goods exported by the overland route, do not constitute such profitable freightage as China silks, India shawls, and other costly commodities. This profitable business has not only fallen off in itself, but what remains of it is shared with energetic competitors, whose steamers now navigate the India and China seas in parallel lines with those of this company.

The shareholders will bear in mind that the new mail contract only came into operation in February, and that consequently its provisions apply but to a small portion of the period reviewed in this report. It should be stated on the other hand that the receipts for the half-year have been enhanced by the charter money of the vessels engaged in the Abyssinian Expedition, and it is partly owing to this circumstance that the directors are enabled to recommend a dividend of 3 per cent. free of income-tax. for the six months ending 31st March last.

The directors have a very mournful duty to perform in reporting the death of Mr. Arthur Anderson, the late respected chairman of the company, This lamented gentleman filled not only the office of chairman, but, as is known to most of the shareholders, was the last survivor of the three gentlemen who took so prominent a part in the formation of the company, whose names are recorded on its charter as its original managing directors, and to whose energy and ability so much of its success has been due.

With the death of Mr. Anderson, the system by which the original managing directors were remunerated by a commission on the various branches of the company's business, comes to an end. In the arrangements which have in consequence become necessary, the board of directors naturally feel that a greater amount of responsibility will devolve upon them. Hitherto no special remuneration has been attached to the office of chairman, who had either to fulfil a merely honorary duty, or, when the office was filled by a managing director, was remunerated by the commission enjoyed by him; but, under the altered circumstances, it seems desirable that such a salary should be attached to the office of chairman as shall ensure the devotion to its duties of the greater part of the time and attention of the gentleman appointed.

Acting in conformity with the provisions of the deed of settlement the board have appointed one of their body to the vacant post; and, in selecting Mr. Patrick Douglas Hadow, who has for some years acted with the late chairman as deputy, they feel assured that their choice has fallen on a gentleman eminently qualified by his long experience and constant application to the business of the company, to fill the office with advantage to the company.

It will also be necessary to add to the number of the board of directors which is now below the minimum fixed by the deed of settlement.

These alterations will require an addion of £1,300 to £1,500 to the sum now annually brought to the charge of the company for directors' remuneration; on the other hand, the cessation of Mr. Anderson's commission will result in a saving of about £12,000 per annum. A considerable portion of Mr. Anderson's commission was for many years devoted to the purpose of forming a provident and good service fund, and to kindred objects in the interest of the company. This fund now amounts to a sum of £50,000, and it is not intended to propose to the proprietors to apply, beyond the interest on this amount, any portion of the revenue of the company to its further increase.

Under these circumstances, the board venture to anticipate that the proprietary will not regard the sum of £4,000 per annum for the remuneration of the chairman and board of directors as unreasonable, considering the magnitude of the interests committed to their charge, and they suggest that the apportionment of this sum should be left in the hands of the board. It is not competent for the proprietors to deal finally with this question on the present occasion, but a resolution embodying the views of the directors will be submitted for approval at the next annual meeting.

THE SUEZ CANAL.

The progress of the Suez Canal formed the subject of a paper recently read before the Scotch Institution of Engineers by Mr. H. C. Lobnitz, of the firm of Henderson, Coulborn and Co., Glasgow. Like many recent visitors, Mr. Lobnitz went a sceptic and returned a believer. Much of the information embodied in his paper has already been given in our previous articles, such, for instance, as a description of the method of making concrete for the breakwaters out of the sand dredged from the canal, and the construction and working of the steam dredging machines; but we extract a few interesting paragraphs. Mr. Lobnitz commences by saying :—

Before seeing the work I must candidly confess that my ideas on the subject were that the company had embarked in a mad scheme of endlessly digging through sand, without the least probability of any permanent result, and that, to fix a date, and at the same time hope for a successful means of communication by large vessels between the Mediterranean and the Red Sea, was next to impossible. My object now, after a most minute and careful investigation is, 1st, to show you how completely my ideas are changed; 2nd, to detail the complete and efficient machinery which is employed for the excavation and the removal of the material excavated; and, lastly, to show the date which, in all probability, will see the triumphant completion of this gigantic scheme, which when finished will form a new link between Europe and the East.

The town of Port Said has now a population of 10,000 inhabitants, and is supplied with abundance of fresh water, carried through iron pipes from Ismailia. This they use for boilers on board all their steamers and dredgers, owing to the density of the water in the canal. The length of the harbour from the breakwater to the canal will be about two miles when completed. I left Port Said for Ismailia in a small steamer, and as I went along the canal took soundings every mile. The canal for about twenty miles is formed from a swamp extending as far as the eye can reach on each side, and has been dredged out, the excavations now forming a bank of some five feet high on each side. These excavations for eleven miles are sand, and after that Nile earth, where the greatest doubt existed at first as to the banks standing well. In their cutting they came upon one of the ancient branches of the Nile. At this point they dredged out about a mile to its full depth of twenty-six feet, more than six months ago, and the result has fully proved the fallacy of the doubts which were expressed. I particularly sounded this part in six or seven places, and found the depth uniformly 26 feet. The whole length of the canal, from Port Said to Ismailia, a distance of 47 miles, has an average depth of 10 feet, some places being 14 to 15 feet, while others are not more than 7 to 8 feet. From the place where the Nile earth commences to

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about 28 miles from Port Said, the excavations are much of the same nature, having an appearance like mud; but beyond this to Kautara, some five miles further on, clay occurs, and is so tenacious that it often choked up the buckets of the dredgers, and had to be taken out by shovels and picks. Immediately beyond this the bottom is again sand for about five miles, after which there is a mixture of plaster of Paris and sand. Between Kautara and Port Said I passed every mile a dredging machine at work, each one discharging on to the banks, by means of machines, called by the French couloirs. The average breadth of the canal is 300 feet, but in places where the deepest cuttings occur is reduced to 200 feet. Lake Timsah is about three miles square, and has been only lately filled with water from the Mediterranean; its depth ranges from 14 to 22 feet, and it was formerly a dry valley. At this lake is the entrance of the fresh water canal, coming from the Nile at Zagazig to Ismailia, and from Ismailia going right through to Suez. It is about 18 feet above the level of the main one, and is joined to it at Ismailia by two locks. This canal, of which you have no doubt heard, and which is in fact the life of the whole desert, was formed in the year 1863. This work was commenced by about 10,000 men in May, 1863, and finished in December of the same year—the total length being about 90 miles. While working at this canal at first, 1,500 camels were required to keep the men supplied with water to drink. The navvies were Arabs supplied by the Viceroy, but the company had to provide them with fresh water, biscuits, and also baskets for carrying the substance excavated. Some 15,000 to 20,000 baskets were required per week. From Port Said to El Guisr, which occupied us about ten hours, as we had many stoppages to survey and take soundings, I passed five to six tugs, each with a train of barges coming from or going to Suez by the main canal as far as Ismailia, and thence by the fresh water canal to their destination. Each of these trains consisted of twelve barges, and was towed by a small screw tug as far as Ismailia, and from that place to Suez on the fresh water canal by a chain tug, on the same principal as our steam horse ferry boats on the Clyde. Each of these barges carried fromfifty to a hundred tons, and drew about five feet. I met also a paddle steam tug, which was transported by this route to the Red Sea. I merely mention this to show that by means of the fresh water canal and the section of the main canal already opened, there is even now a great facility for transit of small craft as well as goods. And another great feature of this route is the very moderate charge of freight, being only £1 sterling per ton; whereas, by the only other means of transit from Alexandria to Suez, by rail, the charge is from £2 to £4 10s. per ton. The transport has been for the last six months upwards of 10,000 tons per month. From El Guisr we passed up Lake Timsah, and landed at the wharf of Ismailia. The lake is a very pretty piece of water, about three to four miles broad, and Ismailia, situated on its banks, is quite a new town entirely sprung up within the last four years. The population is about 10,000, and they have here a very fine hotel; in fact, the whole town is entirely European. All the principal officers and managers of the canal reside here, and have telegraph stations, which communicate to Port Said and Suez, with offices at the principal headquarters along the line, situated about eight miles apart. The Viceroy has a palace, and a pacha is stationed here. From here the main canal is excavated for some five miles farther towards Serapium, and the water from the Mediterranean flows up that distance.

Regarded as a pecuniary speculation, it is the opinion of experienced merchants that the canal should prove a great success. The amount of merchandise shipped annually between Europe and the East and *vice versa*, is estimated in round numbers at 10,000,000 tons each year. The advantage afforded by the canal route will consist in the diminution by nearly one-half to ports in the East, which, of course, entails the practicability of performing two voyages in the time where only one can now be made by the Cape, a material diminution of the rate of insurance; while against these there are the very light dues to be imposed by the company of 8s. per ton, and a small per centage on the value of the cargo, which would probably amount to the same sum. It is expected, therefore, that half, if not more of this tonnage, will be at once conveyed through the canal, or say between five and six million tons per annum. This would give a revenue of nearly four-and-a-half million sterling per annum, to cover the expenses of the company, in interest of money and maintaining a few dredgers as here on the Clyde to keep the channel clear, and the payment of a staff adequate to manage the transit, tugs, and pilots. Mr. Lobnitz after expressing his obligations to M. Giuchard, the chief of the transit department of the company, concluded with a warm tribute to the practical genius of M. de Lesseps, to whom the Suez Canal owes its existence.

THE MONT CENIS RAILWAY.

The following account of the official opening of the Mont Cenis Railway on the 23rd of May is abbreviated from a letter of *The Times'* correspondent:—

"Across the Alps in Four Hours" reads like a very sensational heading, and the success of the Sommering Railway cannot be said to have prepared the world to believe in the much greater feat of a railway over the Mont Cenis. It is the old story of Columbus' egg. What appeared impossible is suddenly shown to be easy. Fancied danger is converted into undoubted safety. I know not if any among the fifty persons who on the 23rd May came from Susa to St. Michel by rail in little more than four hours of actual travelling felt trepidation when setting foot in the comfortable carriages of the Mont Cenis Railway, but I cannot doubt that if any did their misgivings must have been completely dissipated long before they reached their journey's end. Some of the worst bits of the line, the steepest gradients, the sharpest curves, the most appalling glimpses down precipices and into rugged ravines, where the train, if overthrown into them, would most assuredly be smashed to splinters, occur within the first few miles after leaving Susa. But the newcomer on the line contemplates these without emotion. No unpleasant sensation of peril distracts his attention from observation of the engineering skill and resource displayed in the construction of the line, or prevents his enjoying the beauties of the mountain scenery. He feels like one drawn along a difficult road, but from whose mind every timorous sensation is banished by seeing how completely the strong and skilful driver has his horses in hand, directs them at will, curbs them with a finger. And, indeed, it is this curb-power which constitutes one of the greatest marvels of the Fell system. When going twelve miles an hour down gradients of one in twelve the breaks are applied, the perpendicular wheels cease to turn, the horizontal wheels clip the central rail with hundred-vice power, and within some thirty yards the train is brought to a complete standstill without the slightest shock or concussion. The control is perfect and measurable to a nicety. In fact, on the descent of the mountain, there is nothing to warn a traveller who should not look out of window that he is on a railway of a very unusual construction. The motion is steady and easy, there is no jarring of any kind, and one soon ceases to notice the sloping position of the train. Not less surprising than the steepness of the ascents and descents is the abruptness of many of the curves, some of them forty metres radius. Some of the curves are so sharp that one can hardly understand how the carriages, which are about fourteen feet long, outside measurement, contrive to grind round them. But round they do go, with perfect ease, just when one might fancy they were about to fly off, like a steel bar escaping from a curved groove, and, as they turn, the wheels and rails together give out a shrill metallic sound which one at first may mistake for a whisper of the railway whistle. The places where the line runs very close to the edge of deep precipices are few in number. Danger from avalanches has been guarded against by covered ways, some in masonry—where stones and pieces of rock are apt to fall—and others of iron roofing.

The time hitherto employed (in the various trial trips recently made) in getting across the mountain has been a little over four hours of actual locomotion. But stoppages are inevitable, chiefly for the purpose of watering the engine, and the journey will hardly take less time than five hours and a-half, at least under present arrangements. It is a great object to economise weight, and consequently much water cannot be carried. The unnecessary weight of the French engines has to be saved in other ways. It would not be surprising if English engines were hereafter to be introduced on the Italian side of the mountain, which is the more difficult of the two. The engines must then be changed at the station before arrival at the French frontier, there marked by a large stone with "Italia" on one side and "France" on the other. On the journey from Susa there are four stoppages for water, and two on the ascent from St. Michel on the journey to Italy. Going down the mountain no stoppages for water occur, because no steam-power is used, the train proceeding by its own momentum. When under steam no more pressure is put upon the central rail than is really necessary for perfect safety, because the greater the resistance opposed the larger must be the force employed to overcome it, and the greater, consequently, the consumption of fuel and the wear and tear of machinery. Most of the stations are at present of a very primitive description, and the wretched hamlets near them are not likely to supply a great many travellers to the line. The natives contemplate the passing trains with an air of combined wonder and amusement. The terror it was supposed horses and mules would feel at the sight and sound of the rapid trains and snorting engines was not very apparent in the animals we passed upon the road. Some of my fellow travellers, who had crossed the mountain to Susa on the previous day, told me they had passed two diligences, the team of one of which was a little uneasy, and needed somebody at their heads, but the horses of the other not only showed no alarm, but actually had the audacity to profit by a bit of level ground and try to race with the engine, with which, by dint of whipcord, they managed for a short way to keep up. The speed of the trains on this line never exceeds twelve, or at most thirteen miles. For the present the managers of the line allow five and a-half hours for the journey each way. By degrees it is hoped and expected that the time will be reduced to five hours, but there seems no probability that the speed will be augmented.

Yesterday's train brought fifty-four persons from Susa. Among them were the Duke of Sutherland, chairman of the company; Messrs. Thomas Brassey, E. Blount, A. Brogden, W. B. Buddicom, J. B. Fell, directors; Mr. J. Burnlees, chief engineer; Captain Sumner, Mr. Crampton, Count Arrivabene, Signor Milla, Commissioner of the Italian Government, &c. The day was beautiful and very hot; the mountain was seen to the greatest advantage, its lower slopes rich with the bright green of early summer, its upper pastures blue with the gentianella, its peaks streaked with lingering snow, now rapidly melting away and swelling the foaming torrents that dash through the furrows in its flanks. In all respects the excursion was most agreeable, and the manner in which it was accomplished must have been most satisfactory to all those persons present who are interested in the undertaking, which has been carried out entirely by English capital and English skill. At St. Michel a dinner had been prepared at the Hotel de la Poste. The Duke of Sutherland presided, and proposed "The Health of the Queen," whose birthday it was.

The opening of the line to the public is fixed for the 8th of June. The trains will be of several kinds,—first-class, express, ordinary trains, and goods trains. The *maximum* number of carriages will be five or six, with one or two luggage vans. The carriages are upon the omnibus plan, and one travels sideways. The width of the carriages is 6½ft., outside measurement. By means of small platforms outside the doors, which are at each end of the carriages, one may walk through the whole train. In general there will be a luggage van between the foremost carriage and the engine, so as to protect the passengers from the heat.

Various considerations, and especially the shortness of the time during which the line is likely to be open (it is bound to close when the tunnel line is completed), rendered it desirable to carry the Summit Railway for nearly the whole of its length over the roads already existing. This rendered a very narrow gauge compulsory, made the line longer, and the gradients in many places worse. Had Fell's system been tried ten years ago, when the tunnel was only about to commence, the monstrous and most costly labour of boring through the mountain would probably not have been undertaken, and then it would have been well worth while to expend, if necessary, double the very moderate sum the line has cost, and to make a railroad such as we probably shall soon see over some other of the great Alpine passes, and over other great Europeans mountain chains. As it is, the summit line must be looked upon as a pilot balloon. It has been cheaply made, for it is calculated that if it runs only for six or seven years the capitalists who have embarked in it will get back their money, principal and interest. This is encouraging for future enterprises of the kind.

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The London & China Telegraph.

LONDON, MONDAY, JUNE 1, 1868.

OUR POSITION IN JAPAN.

ONE more tragedy has to be added to the long list of bloody deeds that have marked each successive step of our intercourse with the Japanese. The apparent fact that we can make no movement towards establishing closer relations with these people without being met by some such murderous demonstration has not unnaturally produced in many minds an impression that the entire race is inimical to foreign intercourse, and that all these violent acts are attributable to one cause alone—a bitter and unreasoning hatred of the intruders. We have already argued against this supposition, and endeavoured to show that for each outrage on foreign visitors there was some special cause; in a few cases a real or fancied insult, in others a desire on the part of some jealous Daimio to embroil the SHIOGOON with his new allies. The last three troubles have come in rapid succession, one having apparently led to another, and they form no exception to the rule. The fracas at Kobe was entirely owing to the persistence of some French soldiers in crossing the line of the escort of Prince BIZEN'S Karoo. This led to a disturbance, in which the lives of other than French subjects were doubtless endangered, but no lives were lost, and ample atonement might have been exacted without the infliction of capital punishment on the over-hasty officer. With ill-judged severity, however the foreign representatives seem to have united in exacting the extreme penalty; the officer was executed, but within a week was avenged by the massacre at Sakai. We cannot for a moment doubt the connection between the two events. French soldiers originated the quarrel that led to the execution—"Judicial murder," the *Japan Times* calls it, and the term is hardly too strong — and French sailors were the victims of the feud thus aroused. Reparation was of necessity exacted; but the French Minister seems by this time to have discovered that the execution of the Karoo was a false step, and sought to repair it by a display of moderation in sparing one-half the number of Japanese brought out for execution. This may have a good effect; but, unfortunately for us, all the foreign Ministers must share the odium attaching to the death of BIZEN'S officer, while M. ROCHES alone will be credited with the latter act of clemency. This alternation of retaliatory measures is deplorable, for the bitterness they will inevitably leave behind them will not soon die out. However well-disposed towards us may be the MIKADO, the chief DAIMIOS, and the bulk of the populace, the friends of BIZEN'S Karoo, and of the eleven men subsequently beheaded, may yet combine, and form the nucleus of an anti-foreign party sufficiently strong to embarrass our future position in no slight degree.

The attack on the escort of Sir HARRY PARKES was clearly the act of a handful of fanatics; only two were actively engaged in it, one of whom was cut down at the first onset, while the other, by his extraordinary address and audacity, was enabled to wound ten persons more or less seriously before he was secured. It is impossible to put any political interpretation upon this last outrage, and the promptitude with which a full indemnity was offered by the MIKADO'S Government must be accepted as an indication of genuine regret on their part. As we approach the fountain-head the misunderstandings that have hitherto impeded us seem gradually to clear away. The obstructive, deceitful policy of the SHIOGOONATE disappears, and in the MIKADO we find it replaced apparently by a candid and generous spirit. An edict declaring the murder or injury of a foreigner to be a felony, doubly punishable with disgrace and death, is to be proclaimed throughout the Empire, and this, emanating from the *de facto* ruler of the land, will doubtless be respected. It is evident that not a few of the troubles of Japan—internal as well as external—have been due to the anomalous institution of a divided sovereignty; and with the downfall of this system we may justly hope to see the commencement of a new era, more peaceful and prosperous both to natives and foreigners than the past ten years have been.

GUNBOATS FOR CHINA.

ON making inquiry some time since as to the despatch of the new class of gunboats built specially for service on the China coast we were informed that none of them were under orders for the China station, and that in effect it was not decided that any of them would be sent there. We are glad to find, however, that at length two of them have been despatched, namely the *Avon* and *Dwarf*, and that they are fitted and armed specially with a view to service against pirates. An idea seems lately to have gained ground that piracy was dying out, and that the old gunboats now rotting at Hong Kong were quite sufficient to keep the remnant of it in check; our last advices from Shanghai sufficiently prove the fallacy of this supposition, for piracy is evidently reviving in the neighbourhood of the Yantsze, and will soon grow as formidable as ever unless kept down by a constant display of force. Neither would it be safe to depend altogether on the new Chinese gunboats now on their way out; they are undoubtedly capable of doing good service, and will do it, in conjunction with a British force; but if left to act alone, it is to be feared they would soon relapse into idleness or inutility. The same paper that chronicles a fresh "cropping up" of piracy near Shanghai, mentions that five Chinese gunboats were lying idle in that port. With good management we may get valuable aid from the Chinese in extirpating these pests, but if left to their own devices they will never accomplish it. So we may congratulate those interested in the coasting trade on the departure of the *Avon* and *Dwarf*, and trust more of the same sort will soon follow.

THE PENANG MAILS.

A DEPUTATION, consisting of Mr. BARING, M.P., Mr. MILLER, M.P., Mr. HORSMAN, M.P., Mr. NAPIER (Chairman of the Straits Settlements Association), Messrs. GUTHRIE, BOUSTEAD, GILMAN, SIMONS, MCTAGGART, RIGG, HARVEY (Borneo Company), BUXTON (GLEDSTANES and Co.), and ROBERTSON (Chartered Mercantile Bank), waited on the Duke of MONTROSE, Postmaster-General, on the 20th May, to call attention to the great loss and inconvenience arising from the stoppage of the P. and O. Company's steamers to and from Penang. After hearing the statements of the deputation, his lordship intimated that, although he regretted the inconvenience, it was not possible to alter the terms of the contract with the P. and O. Company. It was quite evident that the Duke had been posted by his subordinates to "object," and the merits of the case had little weight. He quoted the small amount of postage received on Penang correspondence as proof of the insignificance of the place, and would not admit that the value of the trade—£5,000,000 per annum—was a sufficient answer. The deputation, of course, felt that their opportunity for protesting had been lost. Had they been vigilant at the time, and had their protest been made in the House of Commons when the new contract was brought up for approval, the case might have been different. As it is, the only measure the Penang merchants can persevere in, is to get the Government to arrange with the British India Steam Company for a fortnightly service, leaving Calcutta on the arrival of the mails from England, as suggested by us some months since. The Penang petition to the House of Commons, which has been kept back pending the result of the deputation, will shortly be presented to the House by Mr. BARING.

WE some months since announced that negotiations were pending between the directors of the Messageries Imperiales and the French Government, for a fortnightly mail to India and China in place of the present monthly service. We can now state that all the terms of agreement have been concluded, and that the exact terms of the convention will be brought before the Corps Legislatif before its close; and from the large increase in French interests in China and Japan there is no doubt the convention will be sanctioned, and that on or before January, 1869, the fortnightly service will be commenced, starting on alternate Sundays from Marseilles (leaving London on Friday), and thus, with the P. and O. service, a weekly mail to China and Japan will be an accomplished fact.

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TELEGRAPHIC COMMUNICATION WITH INDIA AND CHINA.

On the 22nd May an influential deputation of members of Parliament, merchants and manufacturers, electricians and railway directors, waited upon the Secretary for India to impress upon him the paramount necessity of improving our telegraphic communication with the East. Mr. Crawford, M.P., was the chief spokesman, and with him there were Lord W. Hay, Sir C. Bright, M.P., Sir S. Canning, Mr. T. B. Potter, M.P., Sir J. Anderson, Mr. Graves, M.P., Mr. Jacob Bright, M.P., Mr. Baxley, M.P., Mr. Crum-Ewing, M.P., Mr. Edwards, M.P., Captain Osborn, C.B., Mr. Horsfall, M.P., and Mr. Cheetham, M.P. From the statements made it appears that last November a memorial was addressed to the Secretary of State for India by leading commercial men in London, representing that in 1866 a Parliamentary committee had declared our telegraphic communication with the East to be imperfectly organised, badly worked, and liable at any time to interruption from political or other causes entirely beyond the control of the British Government. Since then the imperfections had grown, and general dissatisfaction increased. It was now submitted that three years' working had proved the Persian Gulf cable to be altogether inadequate to the requirements of the age, and that although the Government of India had made great efforts to improve it, the delays, uncertainty, inaccuracy, and irregularity in the order of the transmission of messages were as great as when the line was opened. The difficulty was easy of solution. A submarine communication from one of the south-western ports of England to Gibraltar, and thence by Malta to Alexandria, with a cable down the Red Sea and across the Indian Ocean to Bombay, would, with the line through Egypt now under British management, complete an independent British system from England to India, under one uniform management and control, and open to no foreign interruption or interference, except in the short and unavoidable distance between Alexandria and Suez. The deputation submitted that, important though the commercial interests involved undoubtedly were, they were only secondary to the great national stake which we have in the East, and hence they urged that this matter should be treated as an important Imperial question. They asked first, that the Government would consider the propriety of itself constructing and working the suggested line; or, if that were for any good reason declined, that it would at all events express a willingness to assist in some fitting method associated private enterprise in carrying out the undertaking.

Sir STAFFORD NORTHCOTE, in replying to the gentlemen who had addressed him (Mr. Crawford, M.P., Mr. Cassells, Mr. Cheetham, M.P., and Lord W. Hay), said if there was no telegraphic communication between England and India he should agree that this was a matter of interest both to the Indian Government and the English public, and that steps ought undoubtedly to be taken, in which the Indian Government should bear its full share, for the establishment of some such communication as that suggested. But there were two distinct lines in existence, although they were, without sufficient consideration, spoken of as one; the line through Germany, Russia, and Persia took a very different direction to that *via* Constantinople. Of course there might be political circumstances that would affect both lines; but, as a rule, anything of the kind interfering with one would leave the other free. The two kinds of complaints made ought to be kept separate; namely, the complaint that the existing lines were not in efficient operation, and the complaint that difficulties might arise from political considerations that would destroy their freedom. In the first an acknowledged difficulty had to be grappled with, but no case had been made out proving that the construction of a new line was the proper remedy. Assuming the continuance of present peaceful relations, was there anything to prevent the existing lines being made, what he admitted they were not at present, satisfactory media of communication? The Government were aware of and regretted the inefficient working of the lines, and were directing their attention to their improvement. Complications and mistakes were, no doubt, likely to arise from the confusion in passing from one jurisdiction to another, but it was hoped to meet that by joining in the European convention. Indeed, he might state that arrangements were being made, with every hope of a successful issue, that would greatly improve the telegraphic communication through France or Italy to Constantinople. There was every prospect of being able to overcome the difficulties mentioned with regard to the Persian Gulf line. If existing systems could be got to work as they had worked before the wishes of the public would be met, and all that was required both politically and commercially would be achieved. The proposed alternative, *via* the Red Sea, would not by any means get rid of the difficulties that had been urged. He himself was once anxious to have a line from Falmouth to Gibraltar, but since then things had changed, and the science of submarine telegraphy had made such rapid progress that it was no longer a rash undertaking for private enterprise. He had reason to know that at present the Imperial Treasury was not prepared to take half of the expense of a thing of this kind, and therefore he felt bound to decline on the part of the Indian Treasury to take the whole expenses. He suggested that the deputation should address themselves quite as much to the First Lord of the Treasury as to the Indian Secretary. Recognising the right of the deputation to come to him to complain of defects in existing lines, he assured them the Government were earnest in trying to remove them. But as at present advised, they were not prepared to undertake the laying down of a line *via* the Red Sea. He should be glad to see the line laid down, but he had heard no satisfactory reason why the Government should do it. Without wishing to discourage the project, he thought it best in frankness to say that, whilst ready to do everything in their power to improve existing lines, they were not inclined to give either a guarantee or make a Red Sea line.

Mr. CRAWFORD, regretting the hon. baronet's decision, thanked him for the interview, which then terminated.

A PARAGRAPH that lately "went the round" of the daily papers, to the effect that Bishop ALFORD, of Hong Kong, had resigned, or intended to resign his See, has met with an authoritative contradiction.

COTTON SUPPLY AND CONSUMPTION.

The following comments from a mercantile circular are useful and instructive:—

An equilibrium is restored in about every fifth year between supply and consumption. In looking at the averages of former years, we find that for periods of three years there is considerable variation in the supply as compared with the consumption. The following estimate was made by us, in a cotton statement made in 1857, which may throw some light on this subject:—

Taking periods of ten years, in the three years ending 1825, the average annual growth of United States cotton was about equal to its total average consumption, being respectively between 500,000 and 600,000 bales, the price being within the same period 11d. at Liverpool for good uplands. In the ten years ending 1835, the annual production was 979,000 bales, an increase of 80 per cent. or eight per cent. per annum, the consumption having increased in about the same ratio, the price at Liverpool being 9d. In the decennial period ending 1845, the average crop was 1,824,000, about the same rate of increase as in the last preceding period, the consumption having augmented about 85 per cent., and the price being 6½d. In the subsequent ten years, terminating in 1855, the production was 2,545,000, average increase about 40 per cent.; price 5½d., the consumption having increased only about 40 per cent. But in nearly equally dividing the last period, 1850 with 1855, we shall find that in the first six years there was a very small and the last four years a large increase. The equilibrium had been restored about the year 1852, and prices had gradually risen as the production lessened and consumption increased. From 1825 to 1845 cotton fell from 11d. to 5½d., the effect of over production. In coming down to the last decade, we see the influence of a restoration of the equilibrium between the supply and consumption, prices having advanced from 1845 to 1855 about six per cent. Now, whether we shall fall back to the period between 1835 and 1845, 7d. for good upland, as the future standard, is a subject for conjecture; but we feel confident that we shall never again recede to the prices between 1845 and 1850.

These remarks have an application to the present crisis in the cotton trade. Down to the year 1857 there was an evident tendency in the consumption being in excess of the supply, from the higher price of labour increasing the cost of production; but at the present period we have to superadd an increase of that price, amounting to 100 per cent. (for the maintenance of a slave before the war cost $30 per annum, while the wages now of a freedman cost $60), the loss of capital and consequent augmentation of the cost of cultivation from a rise in the rate of interest—one of the elements of that cost. There are two reasons, therefore, why the decade before the war, or any specific period, cannot be assumed as a standard of comparison for the future: 1. The loss of labour. 2. The destruction of capital.

The loss of labour is not, perhaps, entirely irreparable. There is a possibility of partially substituting white for slave labour, as we have said, by immigration. It is not the absolute annihilation of the money value of 4,000,000 slaves, estimated to be worth $3,000,000,000, and the consequent payment of wages to twice the cost for their maintenance before the war, but the destruction of capital in stock, fencing, implements of agriculture, and all the other appliances that constitute the machinery of a well-regulated cotton plantation. This loss is irreparable. It is this destruction of productive power in the South that renders any comparison with the most unfavourable era of the cotton culture fallacious. It is the disorganisation of Southern society to which we must look for such a diminution in the supply of Southern cotton that must affect its future price. It is to the disturbance of economical relations that we must seek for the cause that is about to adjust the value of cotton and its manufactured products to a new scale of prices, in conformity with the purchasing ability of the consumers of yarn and cotton fabrics. If they are able and willing to pay an advance in the prices of these products, equivalent to the advance of 100 per cent. in the money value of the raw material, an advance to even 12d. in the price of cotton will not check its consumption.

We have, in fact, fallen on a new era in the cotton trade. In the adjustment of prices to a new scale of values, we are without precedent or example. The past is no guide to the future. It follows, from these facts, we are not warranted in assuming the same limit to consumption or prices which compelled a resort to short time in the decade before 1860, when the limiting price was 8d. for middling upland, while the price of 10d. would fail to do so in 1868. The question is then narrowed to this point: What per centage of advance in the value of the manufactured products of cotton wool will afford a remunerating profit to the manufacturer? If sold in England for the above description of cotton about 20c. in gold and 28c. in currency is assumed as affording a remunerating profit to the manufacturer, as well as a reasonable profit to the grower, about 100 per cent. before the war, the prices of yarn and goods must rise proportionately, irrespective of the rate of duty and the expenses of importation to remunerate the manufacturer; or the consumption of the raw material must be diminished to establish an equilibrium between the demand and supply.

It is evident that we have no data on which to found any estimate except we rely on loose analogies. We shall, therefore, offer no estimate as to the future probable supply and consumption, resting satisfied with those general reasons we have offered in favour of the theory that the consumption must be in excess of the production for some years to come. There are so many contingencies to affect the growth, that figures would only delude. The consumption is not so liable to influences that may affect it. The continuance of peace and the cheapness of money are the two circumstances favourable to increase of consumption, if we except the failure or abundance of the wheat harvest, the low or high price of breadstuffs, acting indirectly on the price of cotton, as the purchasing power of the bulk of the community for clothing is increased or diminished according to the amount of their expenditure for the staff of life.

THE steamers of the Messageries Imperiales are now despatched from Marseilles at 4.30 P.M., instead of 2 P.M. as hitherto.

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CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA

The annual meeting of the proprietors was held on the 19th inst., at the Bank premises, No. 65, Old Broad-street; G. G. NICOL, Esq., in the chair.

The CHAIRMAN, in moving the adoption of the report, while regretting that there had been a falling off in the business of the bank, referred with satisfaction to the fact that the amount of the reserve was amply sufficient to cover all losses. The result of the half-year's working, he was afraid, would disappoint the shareholders, as it had the directors. When they met last half-year the board expressed a confident opinion, in which they were thoroughly warranted, that the profits of the second half-year would show a decided improvement. In that opinion they had been disappointed, the causes being continued stagnation in trade, and the impossibility of carrying on business with any profit or satisfaction. Those causes, however, damaging as they had been to them and to other banking institutions, were only of a secondary nature when viewed in connection with the unfortunate failure of the four months' usance.

In making out the accounts consideration had been given to the suggestion of Mr. Brown, that they should be prepared in a different form; but while the directors had not considered it advisable to depart from the course originally prescribed by their auditors, they had not the least objection to put the shareholders in possession of all the information which the form suggested by Mr. Brown would have given them. With that view, he might state that the losses incidental to the last year, and which had been written off, amounted to £13,654. 17s. 6d., of which £10,000 belonged to the previous half-year. The working expenses, which in the previous half-year were about 15 per cent., showed a reduction this half-year, the directors having succeeded in effecting a slight retrenchment. However, he wished to remind then that the working expenses could not be reduced lower than 14 per cent., and that it would be extremely unwise to push economy too far in that respect.

The next point to which he wished to refer was the item of £47,882, written off for bad and doubtful debts connected with old accounts. The unfortunate accounts of 1865 and 1866 had been the subject of much anxiety and disappointment to the board, and when they last met he stated that they fully expected that the surplus profits of the succeeding half-year would be sufficient to provide for those debts. In that hope they had been disappointed for the reason he had already given—namely, that the profits fell far short of their expectations. They had dealt with the bad debts in their books as far as they could, but there still remained a few which they could not properly adjust and which were accordingly carried forward. They still hoped, and confidently believed, that at no distant period they should be able finally to extinguish them in a more satisfactory manner than they could do now. As regarded the future he was happy to say that matters looked encouraging. During the past two years the business of the bank had, owing to a variety of causes, been almost in a state of abeyance, but since the beginning of this year considerable changes had taken place in their affairs. Since the 1st of January, there had been a great increase in their deposits, and their prospects, he was happy to say, were exceedingly good. If the profits were not so large as in former years, they were at all events beyond the danger of heavy losses, and at present there was not a single shilling of their money in jeopardy. (Cheers.) The India and China trade was never in a sounder state than it was now, and he thought that with the experience they had gained they should be able to conduct their business satisfactorily and with a fair profit.

Mr. BROWN, while expressing the utmost confidence in the chairman and directors, thought that, having regard to the rumours which were floating about, it was better they should know the amount of the losses, and receive the fullest information on that point. He expressed his dissatisfaction with the form of the accounts, remarking that if they knew the gross profits they could form an opinion as to the capabilities of the concern. With reference to the chairman's remark, that an alteration in the accounts would necessarily involve a departure from custom, he begged to remind him that we were living in days of innovation, and that there was no reason why they should not "turn over a new leaf."

Mr. BUTLER-JOHNSTONE, M.P., said that the high estimation in which the directors were held for probity and respectability induced him recently to invest between £8,000 and £10,000 in the bank, in addition to his previous interest. His faith in the concern was still unshaken, but at the same time he should certainly like to get fuller information respecting the losses. He had never sold a share, and that having perfect confidence in the stability of the bank, he did not intend to sell one. (Hear, hear.)

Replying to Mr. Brown, Mr. Butler-Johnstone, and other proprietors,

The CHAIRMAN said the directors would have been very glad if they could have given an estimate of the bad debts of 1865 and 1866. All he could say, however, was that the reserve fund was more than sufficient to provide for them, and the board expected that by the end of this year they would have extinguished everything of that kind without touching the reserve, having paid a dividend in the meantime. The overdue bills amounted to £150,000. He added that, in consequence of the increase of business which he had before mentioned, the directors thought it possible that after paying the usual small dividend on the 1st of July next they would see their way to an increase of the dividend. With regard to the form of the accounts, he remarked that no Indian bank made out the accounts in the way required by Mr. Brown, and that it would be invidious on their part if they took the initiative. The working expenses in 1866 were £111,697, and in 1867 there was a comparative reduction of £4,000, notwithstanding the opening of an additional branch.

A SHAREHOLDER suggested that the system of audit was open to some objection; but another Shareholder quite confuted his ideas on the subject, and it was agreed by the meeting that no change should be proposed.

The retiring directors (Mr. E. J. Gilman and Sir F. J. Halliday, K.C.B.) were then re-elected, as were also the auditors, Messrs. Coleman, Turquand, and Co. and Messrs. Smith and J. J. M'Kenzie. A vote of thanks to the chairman brought the proceedings to a close.

SENHOR SERGIO DE SOUZA has been appointed Governor of Macao, in place of Major DA PONTE E HORTA.

ROUTE TO INDIA THROUGH TURKEY.

Mr. Hyde Clarke lately read a paper to the Royal United Service Institution, "On the Military Advantages of a Daily Mail Route to India through Turkey and the Persian Gulf." We have at the present moment only one overland route, and that of a precarious character, the Egyptian one—one considered by some persons to be essentially English, and yet it is one liable at any time to be interrupted by the efforts of the Viceroys of Egypt to accomplish independence, or by the preponderance in that country of some foreign Power. There is another route, the middle route, which has only been partially explored and never put in practice, that by the railways of Europe, Constantinople, Asia Minor, the Valley of the Euphrates, Bagdad, Bussorah, and the Persian Gulf, with which, for nearly fifty years, the name of General Chesney has been inseparably connected, and in the promotion of which so many distinguished members of this institution have taken part. The time is now fast approaching when, if we do our duty, we shall complete this great undertaking; and if we do so, we shall effect very much more than the construction of a railway route, for we shall, at the same time, and without separate or further outlay, accomplish great political operations, which will not only strengthen our military resources, but tend thereby to protect ourselves in Europe and Asia at large from the danger of attack. The object of Mr. Clarke's paper is to point out the advisability of this completion. He says:—

"Rapid intelligence is at all times an essential military necessity, and the first element in effective movements. If this is the case in the field, or in a campaign, it is of the greater moment when the army of operations is so far removed from its real base as India is from England. This was most sensibly demonstrated during the mutiny, and our Governments have since devoted much attention to the improvement of the telegraph and postal communications. An essential part of the telegraph communication has been established by the middle route now under consideration, and it requires little argument to show that its maintenance is imperative, even if a cable route should be laid south, and particularly in consequence of the Russo-Prussian route being made effective.

"Postal communication has its absolute military value apart from commercial value. In neither case is this value determinable by the pecuniary return in postal revenue. It includes the transmission of orders, reports, requisitions, and returns, and the quicker the transmissions the more effective will be the condition of the discipline and administration. As by the southern route railway transit can at the utmost be extended to Brindisi, while through Russia it must be circuitous, so by the middle route is it direct, and it is the quickest mode available.

"This brings us to the point of what is the period within which mails can be conveyed by the middle route. Taking twenty-five miles per hour in the first instance by railway, and ten miles by sea, this will give us—

London to Bussorah...	144 hours	6 days	
Bussorah to Bombay...	160 „	6 2-8 days.	
Total		12 2-3 days.	

"By acceleration of railway trains at a more advanced period, and assuming a rate of thirty miles per hour, we get—

London to Bussorah	180 hours	5 days.	
Bussorah to Bombay...	160 „	6 2-3 days.	
Total		11 2-3 days.	

"From Bussoorah to Kurrachee the voyage would be about five days, giving a total transit to Kurrachee of eleven days in the earlier periods and ten days on greater acceleration, thus realising Lieutenant Waghorn's prophecy.

"With a railway along the coast, at a speed of twenty-five miles per hour, the distance from London to Kurrachee will be ultimately accomplished in eight days, to Bombay in ten, and to Calcutta and Madras in ten or eleven days.

"Some persons will make a very small account of the saving of one day between London and an Indian station, but the saving is more, for there is the saving of the day on the return mail, and on the future correspondence. In this instance, so soon as the railway is extended to Bussorah, instead of a weekly mail to India we should get more frequent communication, and with a complete railway transit we should obtain to all India what we have to most parts of Europe—a daily through mail.

"Thus at present the course of post to Bombay is fifty-one days, this will be progressively reduced to twenty-five days and to twenty days, giving us eighteen courses of post in a year, instead of seven, and materially increasing and improving the communication of departments, and of course rendering still greater facilities in connection with the telegraph. In ten days a document could be obtained from most parts of India, or a written or detailed order transmitted there on application by telegraph. The private advantages must be correspondent to the public benefits."

THE BANKRUPTCY OF LYALL, STILL, AND CO.

Mr. George Lyall again appeared at the Court for his discharge on the 21st ult., which was opposed by Mr. Liebert, of Manchester, a large creditor. The counsel for Mr. Liebert brought out the various charges of appropriating the goods of Mr. Liebert, which have been fully noticed in our columns. There is one extraordinary anomaly in this case, that while Mr. Lyall has to bear all the obloquy of the firm's transactions, his two partners, Mr. Still and Mr. Maclean, are entirely freed by their discharge in the Hong Kong Court. In cases where the chief creditors and the head partner are in England, the discharge should be withheld pending reference to England. The case stands adjourned until about the middle of June.

A TREATY of amity and commerce between the King of Sweden and Norway and the King of Siam has been signed at the Swedish Legation by their respective Plenipotentiaries, the Baron Hochschild and Sir John Bowring.

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Continental Intelligence.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 19.

At St. Petersburg the second instalment of the official tables respecting the Russian trade in 1866 has just been published, and contains the part relating to foreign commerce, especially with Asia. The value of goods exported in that year overland amounted to 21,858,803 roubles, being 3,934.495 roubles more than in the preceding year, and 11,264,921 roubles in 1856, so that in the last ten years it has more than doubled itself. The principal articles were manufactured goods to the value of 12,928,489 roubles, then raw materials and half-worked up goods 6,413,171 roubles, articles of food 1,712,307 roubles, apothecaries' stores, 12,864 roubles, and sundries 791,972 roubles. Of the precious metals the exports were only 2,891,364 roubles, showing a considerable falling off, as in 1865 they were 5,207,988 roubles. The total value of the exports to Asia was 24,750,167 roubles, which was balanced as nearly as possible by the imports amounting to 24,714,783 roubles, being 1,385,864 roubles more than in 1865, and showing an increase of 7,712,594 roubles over the imports of 1856. The lion's share fell to raw produce and certain articles of food, duty free, by the new tariff of 1865, value 10,095,791 roubles, then articles of consumption 7,658.384 roubles, manufactures 5,341,371 roubles, raw and partly manufactured articles 1,564,485 roubles, and apothecaries' stores 54,752 roubles. Gold and silver were imported to the extent of 608,349 roubles, so that the total amount, including the sum of 44,297 roubles, realised by the sale of goods seized for attempts to smuggle, was 25,367,429 roubles.

The countries with which the business was conducted are thus given:—

	Exports.	Imports.
Trans-Caucasus	R.5,183,026 ...	R.8,338,212
Port of Astrachan	637,613 ...	1,569,034
Orenburg and Siberian frontier .	10,847,335 ...	9,479,162
China *via* Kiachta and the Amoor	5,190,829 ...	5,328,375

The Custom-house duty on the above produced 3,044,825 roubles, being 2,314,094 roubles less than in 1865, which is partly accounted for by the reduction in the tariff which came into operation in 1866.

The great annual fair at Irbit has this year proved a signal failure, in consequence of a variety of concurring causes. The number of buyers and sellers that attended was much smaller than in previous years. One of the reasons alleged for this is that the goods bought by the merchants at the last Nijni-Novgorod fair were delayed in their transit by the unusually early setting in of the frost, by which the river traffic was interrupted and the price of land carriage considerably enhanced, so that two roubles per pood of 40 lbs. were paid for transport from Bilsk to Irbit, and 1 r. 60 cop. from Tomsk. At first the prospects were good, and a large business was done in the fur trade, but then the heavy failures of large houses at Moscow and Nijni-Novgorod were announced, and created a dismal panic, which continued till the end of the fair. The rise in the value of all articles of food has also had a most depressing influence, and has now reached such a height as to cause great inconvenience to the lower grades of civil functionaries; thus the schoolmasters and others have formed co-operative societies to buy their articles of daily requirement at wholesale prices and save a few roubles per month.

A letter from Tomsk gives a fearful picture of the demoralised condition of the lower classes consequent on the enormous extension of the consumption of spirituous liquors in Siberia. Formerly people were able to make a living by gold washing, but now twenty thousand hands are out of employment, because grain is so dear, being used in increased quantities for the distillery of spirits. In the Government of Tomsk alone twenty-eight new distilleries have been opened since last summer.

The standing financial committee of the Austrian House of Commons has agreed to a supplementary grant of 250,000 florins to be borne on the budget of this year to defray the expenses of the expedition to the Far East.

COMMERCIAL.

In cleaned rice a fair amount of business has been done at steady prices; in rough grain no transactions reported. Cassia lignea still in demand and again higher. Pepper firm; 8,000 bags of Singapore, partly for arrival, have been sold at 3¾ sch. bco. The tea market is strong, and several hundred chests of Congou, Souchong, Pecco, and other current descriptions have been cleared off. Spelter was at first neglected, but within he last few days a demand has sprung up and rather better prices were paid. Among the transactions may be noticed:—

7,000	centners	for June-July delivery at ...	c.13.8½
1,000	,,	loco	13.8
2,000	,,	for July-August delivery ...	13.9
2,000	,,	loco	13.8½
8,000	,,	for May-June delivery ...	13.9
3,000	,,	for July-August delivery ...	13.10
5,000	,,	for July delivery	13.9

The money market is easy, and no alteration in the rate of discount.

SHIPPING.

ARRIVED.—Otto, from Singapore (4,000 bags rice); Clipper, from Macao; Leopold, from Canton.

SAILED.—Louise, for Hong Kong.

LOADING AT HAMBURG.—Otto, for Singapore; Serafin, for Manila; Esmeralda, Uranus, Martha, for Hong Kong; Mary, for Hong Kong and Shanghai; Hong Kong, for Shanghai; Iris, for Hiogo.

LOADING AT BREMEN.—San Francisco, for Hong Kong.

DR. RENNIE.—By the last Bombay mail we received, with deep regret, news of the death of Dr. David Field Rennie, M.D., staff-surgeon, which took place at Campbelpore, Upper Bengal, on the 4th of April. Dr. Rennie was the author of *The British Army in China and Japan, Peking and the Pekingese, Bhotan and the Story of the Dooar War*, &c.

Monetary and Commercial.

The hearing of the appeal against the distribution of the dividend to the creditors of the Commercial Bank of India is fixed for the 4th of June. The dividend proposed by the liquidator, Mr. Holyland, was 2s. 6d., but since that time more funds have come into his possession from old assets, and the £10 call on the shareholders, so that a much larger distribution can be made when the appeal has been disposed of.

The annual meeting of the Chartered Mercantile Bank of India, London, and China was held on the 19th ult., and the report, noticed in our last issue, was unanimously agreed to. A notice of the meeting will be found in another column.

The report of the Peninsular and Oriental Steam Company, to be presented on the 4th of June, recommends a dividend of 3 per cent. for the six months ended the 31st of March last. A notice of the report will be found in another column.

The Mexican dollars brought by the last West India steamer have been disposed of at 58⅞d., and the bar silver at 60⅜d. showing no alteration from the rates lately current.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 30th May, was in gold to Bombay, £1,200; to Galle, £1,000; to Madras, £1,219. Total in gold, £3,419.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, 18, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.

Union Insurance Company of Canton, Dent, Palmer and Co, agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 13, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of Cotton Yarn and Manufactures exported from London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 16th May. The exports for the five months ended 16th May, compared with those for the corresponding periods of 1867 and 1866, are also given:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th May, 1868, 3,335,895 yards; for the five months 1868, 23,678,324 yards; for the five months 1867, 13,245,895 yards; for the five months 1866, 17,500,361 yards. Increase for 1868 against 1867, 10,432,429 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1868, 14,620 yards; for the five months 1868, 586,865 yards; for the five

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months, 1867, 634,682 yards; for the five months 1866, 2,129,688 yards. Decrease for 1868 against 1867, 47,817 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1868, 307,497 yards; for the five months 1868, 945,499 yards; for the five months 1867, 246,518 yards; for the five months 1866, 296,200 yards. Increase for 1868 against 1867, 698,981 yards.

COTTON YARN.—Export for the month ended 16th May, 1868, 188,400 lbs.; for the five months 1868, 2,096,210 lbs.; for the five months, 1867, 1,547,038 lbs.; for the five months, 1866, 1,917,758 lbs. Increase for 1868 against 1867, 549,172 lbs.

VALUE.—For the month ended 16th May, 1868, £69,462; for the five months, 1868, £553,983; for the five months, 1867, £506,469; for the five months, 1866, £695,281. Increase for 1868 against 1867, £47,514.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th May 1868, 13,309,976 yards; for the five months, 1868, 87,108,922 yards; for the five months, 1867, 31,277,670 yards; for the five months, 1866, 43,978,964 yards. Increase for 1868 against 1867, 55,831,252 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1868, 808,927 yards; for the five months 1868, 3,482,967 yards; for the five months 1867, 5,316,197 yards; for the five months 1866, 5,342,575 yards. Decrease for 1868 against 1867, 1,833,230 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1868, 358,538 yards; for the five months, 1868, 2,215,354 yards; for the five months 1867, 2,073,369 yards; for the five months 1866, 1,591,590 yards. Increase for 1868 against 1867, 141,985 yards.

COTTON YARN.—Export for the month ended 16th May, 1868, 9,200 lbs.; for the five months ended 16th May, 1868, 66,200 lbs.; for the five months 1867, 103,132 lbs.; for the five months 1866, 8,000 lbs. Decrease for 1868 against 1867, 36,932 lbs.

VALUE.—For the month ended 16th May, 1868, £1,279,636; for the five months ended 16th May, 1868, £2,499,690; for the five months 1867, £804,013; for the five months 1866, £1,274,319. Increase for 1868 against 1867, £695,677.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th May, 1868, 508,829 yards; for the five months 1868, 1,564,938 yards; for the five months 1867, 7,339,015 yards; for the five months 1866, 13,008,636 yards. Decrease for 1868 against 1867, 5,774,077 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1868, 166,220 yards; for the five months ended 16th May, 1868, 998,736 yards; for the five months 1867, 2,085,585 yards; for the five months 1866, 998,794 yards. Decrease for 1868 against 1867, 1,086,849 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1868, 19,200 yards; for the five months 1868, 221,366 yards; for the five months 1867, 441,730 yards; for the five months 1866, 1,319,936 yards. Decrease for 1868 against 1867, 220,364 yards.

COTTON YARN.—Export for the month ended 16th May, 1868, 78,000 lbs.; for the five months 1868, 2,250,431 lbs.; for the five months, 1867, 946,900 lbs.; for the five months, 1866, 793,800 lbs. Increase for 1868 against 1867, 1,303,531 lbs.

VALUE.—For the month ended 16th May, 1868, £18,592; for the five months 1868, £348,193; for the five months 1867, £298,716; for the five months 1866, £444,700. Increase for 1868 against 1867, £49,432.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th May, 1868, 4,200,191 yards; for the five months 1868, 22,735,549 yards; for the five months 1867, 23,502,417 yards; for the five months 1866, 22,504,446 yards. Decrease for 1868 against 1867, 766,868 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1868, 261,404 yards; for the five months 1868, 1,827,697 yards; for the five months 1867, 4,425,127 yards; for the five months 1866, 3,170,374 yards. Decrease for 1868 against 1867, 2,597,430 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1868, 218,113 yards; for the five months 1868, 892,254 yards; for the five months 1867, 1,581,797 yards; for the five months 1866, 1,804,098 yards. Decrease for 1868 against 1867, 689,543 yards.

COTTON YARN.—Export for the month ended 16th May, 1868, 121,400 lbs.; for the five months 1868, 598,526 lbs.; for the five months 1867, 851,881 lbs.; for the five months 1866, 544,020 lbs. Decrease for 1868 against 1867, 253,355 lbs.

VALUE.—For the month ended 16th May, 1868, £84,544; for the five months 1868, £636,554; for the five months 1867, £695,903; for the five months 1866, £741,511. Decrease for 1868 against 1867, £259,349.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th May, 1868, 1,895,217 yards; for the five months 1868, 5,345,300 yards; for the five months, 1867, 9,184,345 yards; for the five months 1866, 14,028,270 yards. Decrease for 1868 against 1867, 3,839,045 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1868, 739,878 yards; for the five months 1868, 3,818,569 yards; for the five months 1867, 7,724,725 yards; for the five months, 1866, 4,656,679 yards. Decrease for 1868 against 1867, 3,906,156 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1868, 768,042 yards; for the five months 1868, 2,864,832 yards; for the five months 1867, 8,117,209 yards; for the five months, 1866, 3,161,210 yards. Decrease for 1868 against 1867, 5,252,377 yards.

COTTON YARN.—Export for the month ended 16th May, 1868, 42,855 lbs.; for the five months 1868, 261,215 lbs.; for the five months 1867, 305,755 lbs.; for the five months 1866, 214,505 lbs. Decrease for 1868 against 1867, 44,540 lbs.

VALUE.—For the month ended May 16th, 1868, £64,559; for the five months 1868, £259,988; for the five months, 1867, £571,863; for the five months 1866, £571,926. Decrease for 1868 against 1867, £338,363.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From.	At.
May 13	Clipper	Hoffheiser	Macao, for Hamburg	Deal.
— 11	Otto	Fresling	Batavia, for Rotrdm.	Off Dover.
— 13	Bristol	—	Java, for Amsterdam	Off Dungeness.
— 10	Rene	Chavanne	Galle	Marseilles.
— 14	Queensland	Murray	Sourabaya, for Rtrdm.	Deal.
— 11	Carl Ritter	Nussbaum	Canton	Off Dover
— 14	Peking	—	Padang, for Amstrdm.	Do.
— 12	Twee Gezusters	Bemolt	Bnjwngie., for Rtrdm.	Off Dungeness.
— 14	Eastern Empire	Meiklejohn	Sourabaya, for Amstd.	Do.
— 12	Gazelle	Meyer	Singapore, for Cuxvn.	Off the Wight.
— 8	Leopold	Reimer	Macao, for Hamburg	Off St. Alban's H.
— 13	Zeemanshoop	Monnom	Banjoewangie	Brouwershaven.
— 16	Palmerston	Seagrove	Colombo	London.
— 18	Petchelee	Owen	Canton	Do.
— 18	Rockcliffe	Chapman	Colombo	Do.
— 17	Golden Age	Thomas	Java, for Amsterdam	Deal.
— 17	Joachim	Hettmeyer	Do., for Bremen	Off Falmouth.
— 13	Ceres	—	Singap., for Hamburg	Off the Lizard.
— 19	Ann Lucey	Noble	Colombo, &c.	London.
— 15	Bristow	Cromby	Banjoewangie	Texel.
— 15	Maria Diederika	Marion	Batavia	Brouwershaven.
— 6	Carmen	Argent	Manila	Malaga.
— 18	Akershus	Malling	Singap., for Hamburg	Falmouth.
Apr. 25	Hong Kong	Irribarren	Macao	Havana.
— 25	Malabar	Outre	Do.	Do.
May 17	Catharine	Drixter	Saigon	Bremen.
— 19	Hen. Geertruida	Boer	Banjoewangie	Texel.
— 20	Amstelstroom	Kretschmer	Batavia	Do.
— 24	Royal Diadem	Thomas	Shanghai	London.
— 25	Liberator	Robertson	Colombo	Do.
— 25	Gleam	Cameron	Nagasaki	Do.
— 22	G. C. Lorenz Meyer	Moller	Singap., for Hamburg	Off Folkestone.
— 23	Joseph Haydn	Huntemann	Rangoon	Off Falmouth.
— 24	Indian Empire	Baird	Singapore	Falmouth.
— 21	South America	Bayard	Bassein	Brouwershaven.
— 23	Amiral Protet	Riecke	Saigon	Belle Isle.
— 9	Rattler	Smith	Manila	New York.
— 26	Seafield	Sough	Colombo	London.
— 26	George Heinrich	Smidt	Baukok, for Hamburg	Falmouth.
— 26	Zuleika	Riddell	Java	Do
— 23	Finke, sen.	Wulff	Saigon	Bremen.
— 24	Yokohama	Bouet	Do.	Belle Isle.
— 12	Homer	Rogers	Shanghai	New York.
— 10	Rocket	Adams	Padang	Boston.
— 13	Bengal	Ingersoll	Manila	Do.
— 27	Herald of Light	Badenoch	Colombo	London.
— 25	Lichstraal	Jansen	Banjoewangie	Texel.
— 27	Varuna	Buchan	Sourabaya	Falmouth.
— 25	Maria Adriana	Itz	Banjoewangie	Brouwershaven.
— 14	Galatea	Hatfield	Hong Kong	New York.
— 15	Triton	Schmidt	Singapore	Do.
— 15	W. A. Farnsworth	Willcome	Padang	Do.
— 25	Doelwyk	Hoefman	Batavia, for Rotterdm	Off Dungeness.
— 26	Petronella	Leicher	Java, for Rotterdam	Off the Start.
— 26	Blanche	Bambrough	Maulmain	Cuxhaven.
— 30	Helen's Bank	—	Penang	Deal.

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
May 8	Holland'strouw	Brauer	Batavia	Newcastle.
— 10	Naomi	Taylor	Galle	Shields.
— 13	San Fernando	Gamecho	Manila	Liverpool.
— 13	Busturiana	Uribarren	Do.	Do.
—	Susanne Johanna	Heymericks	Samarang	Rotterdam.
— 16	Eastern Chief	Sewell	Singapore	Liverpool.
— 16	Ann Adamson	Hutton	Hong Kong	Sunderland.
— 19	Dilpussund	Jones	Shanghai	London.
—	Isabella Johanna	v. Brink	Do.	Rotterdam.
— 18	Cotherstone	Peterson	Chefoo	Cardiff
— 18	St. Croix	Roberts	Hong Kong	Do.
— 18	Brothers German	Gafflero	Galle	Do.
— 18	Johanna	—	Sourabaya	Liverpool.
— 18	Stirlingshire	M'Culloch	Yokohama	Glasgow.
— 13	S. v. Heel	Steenken	Batavia	Off the Wight.
— 18	Paradies	Popp	Hong Kong	Liverpool.
— 19	Quang Tung	Shepherd	Do.	Aberdeen.
— 17	Ann Adamson	—	Hong Kong	Sunderland.
— 22	Kron Prinzv.Preussen	Musack	Batavia	London.
—	Louisa	Hansen	Hong Kong	Hamburg
— 22	Chusan	Wagener	Do.	Dover.*
— 22	Constance	Kimmerer	Batavia	Sunderland.
— 25	Tyburnia	Stephens	Shanghai	London.
— 24	Randers	Valentine	Hong Kong	Cardiff.
— 24	Jacoba Helena	Immerziel	Singapore	Do.
— 24	Liverpool	Harland	Galle	Do.
— 23	Ocean Chief	—	Shanghai	Liverpool.
— 26	Krimpen a. d. Lek	List	Singapore	Cardiff.
— 24	Newcastle	—	Shanghai	Shields.
— 28	Tamarlane	Hedley	Do.	London.
— 26	India	Vonck	Batavia	Penarth Dock.
— 27	Otter	Croscombe	Singapore	Liverpool.
— 27	Kwang Tung (s.s)	Sheppard	Hong Kong	Plymouth.
— 28	Marie	—	Singapore	Cardiff.
— 28	Ludwig	Heiu	Galle	Do.
— 27	California	—	Batavia	Shields.

*After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Solent, John C. Munro. For Yokohama and Nagasaki: Star of the East. For Tientsin and Chefoo, Helpmeet. For Shanghai: Polmaise, Lammermuir, Merse, Jas. Shepherd, Mary Ann Wilson. For Hong Kong: Finzel, Red Deer, Louisa, Whitehall, Roslin Castle. For Singapore, Shanghai, Yokohama, and Nagasaki: Nymph: For Singapore: Constantia, Florence Nightingale, Sree Singapura, Petchelee. For Penang: Alvington, Eleanor, Alice. For Colombo: Ocean Rover, Thames, Palmerston. For Colombo and Cannanore Southern Cross.

At LIVERPOOL.—For Yokohama and Osaka: La Serena, Portinscale. For Shanghai: Cleta, Banian, Fair Leader. For Hong Kong: Sirene.

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For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.). For Singapore: Jane Blythe. For Manila: Loyola, Amigos, Ardanza. For Batavia and Sourabaya: Tjillingsie. For Colombo: Sunnyside.

At GLASGOW.—For Hong Kong: Alida. For Singapore: Harrington. For Penang: Bogota. For Batavia and Sourabaya: County of Argyle.

At GREENOCK.—For Colombo: War Cloud.

SPOKEN.

ROYAL DIADEM, Shanghai to London, March 30, 17 S., 5 W.
CARACTACUS, Liverpool to Japan, May 16, 48 N., 8 W.
MOBILE, Hamburg to Hong Kong, January 3, 6 S., 29 W.
BELZAIE (?), Newcastle to Batavia, February 12, 40 S., 73 E.
HINDOSTAN, London to Shanghai, 21 days out, 3 N., 24 W.
W. H. OLIVER (barq.), London to Shanghai, March 4, in the Java Sea.
PERFECTA (?) Eng. ship). Philippines to Liverpool, April 7, 2 N., 24 W.
PAMPERO, Hamburg to Shanghai, December 12.
GALATEA, Hong Kong to New York, Feb. 14, off Frederick Henry Shoal.
SLIEDRECHT, Sunderland to Batavia, May 16, 50 N., 5 W.
WM. FRIAR (?) (ship), Cardiff to Hong Kong, March 7, 26 S., 26 W.
ARRACAN, Cardiff to Singapore, April 18, 1 N., 24 W.
TRINIDAD (Austrian barque), Liverpool to Manila, May 4, 49 N., 9 W.
JOHANNA ANTONIA, Tjilatjap to Rotterdam, March 29, 23 S., 74 E.
A BARQUE, Colombo to London, 12 days out, 8 S., 80 E.
CHASE (ship), Colombo to Liverpool, March 17, 35 S., 24 E.
DEUCALION, Newport to Hong Kong, May 18, 45 N, 13 W.
JUANITA, Samarang to Rotterdam, April 10, 1 S., 21 W.
CHALMERS, Sunderland to Galle, April 17, 2 N., 22 W.
CONSTANCE (Dutch barq.), Java to Schiedam, April 17, off Cape Recife.
MARIA (Dutch barque), Shields to Batavia, April 7, 2 S., 22 W.
CORNELIA (Dutch), Amsterdam to Batavia, April 17, 2 N., 26 W.
PRUDHOE, London to Shanghai, April 28, 17 S., 27 W.
RUDOLPH, Singapore to Hamburg, April 21, 5 N., 20 W.
LOCHLEVEN CASTLE, Clyde to Singapore, 38 days out, 15 S., 30 W.
BELLE (brig), Nagasaki to New York, March 29, 18 S., 3 W.
MARIA VERONICA, Amsterdam to Batavia, April 17, 2 N., 22 W.
IRONSIDES, London to Hong Kong, April 18, 1 S., 26 W.
HEWARICA (?) (Dutch bq.), Rotterdam to Batavia, April 18, 1 S., 26 W.
BENGAL, Manila to New York, May 12, 41 N., 67 W.
TAHTI, Sourabaya to Rotterdam, May 2, 8 N., 28 W.
LUZON, Sunderland to Hong Kong, May 2, 8 N., 28 W.
NORTHAMPTON, Colombo to London, 65 days out, April 23, 4 S., 18 W.
SPANKER, Clyde to Galle, May 22, 41 N., 12 W.
COUNTY OF LANARK, Clyde to Java, April 12, 1 N., 22 W.
WOODVILLE, Colombo to London, April 13, 29 S., 11 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports have much declined, and are generally low. In coal freights from the Northern outports there is very little doing, and rates have fallen considerably.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight and 35s. meast.; per steamer, £6. To Nagasaki: 40s. weight., 50s. meast., per steamer, £6. To Shanghai: 40s. weight., or meast., per stemer, £6. To Cheefoo: 45s. weight or meast. To Hong Kong: 40s. weight, 30s. meast. To Amoy: 45s. weight or meast. To Manila: 50s. weight or meast. To Singapore: 30s. weight or meast., per steamer £5. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £48. For Shanghai: £49. For Hong Kong: £42. For Singapore: £31. For Batavia: £30. For Galle, £31. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 5s. For Shanghai: £2 7s. 6d. For Hong Kong, £2. For Manila, £1 17s. 6d. For Singapore: £1 11s. For Galle, £1 10s. For Colombo, £1 8s.

The Admiralty have invited tenders for the conveyance of the following stores:—4 tons naval masts, 37 to 48 feet by 7 to 12 inches; 5 tons (hy.) and 9 tons (lt.) naval common, 3 tons naval cordage, 6 tons naval sails, at Deptford; 3 tons naval iron cables, at Woolwich; 1 ton navy medical stores (including 19 cases of carbolic acid, to go on deck), for H.M. receiving ship, 2 tons (hy.) and 3 tons (lt.) naval common, 1 ton naval sails, 3 tons naval bricks, 7 tons naval cordage, at Deptford; to be shipped from the Thames, for Trincomalee direct. 15 tons (lt.) brushes, chopping blocks, palliasses, &c., at the Tower,; 5 tons (hy.) asphalte, 1 ton (lt.) iron buckets, tar casks, &c., to be shipped by Asphalte Co., 5, Parliament-street; 3 tons (hy.) shell, at Woolwich; to be shipped from the Thames for Colombo. 13 tons (lt.) palliasses, at the Tower ;260 tons naval provisions, &c., at Deptford; to be shipped at Deptford; for Victoria, Hong Kong.

CASUALTIES.

The Amstelstroom (Dutch ship), from Batavia to Amsterdam, went on the Goodwin Sands early on the morning of the 17th inst., but came off with assistance, losing anchor and chain, and proceeded.

The Sperwer, Huismann, from Banjoewangie, for Amsterdam, which arrived at St. Helena, April 23, and sailed next day, had lost boats and had deck swept, having experienced a succession of heavy gales from the 11th to the 17th March.

The Johanna and William, v. d. Veen, of and for Amsterdam, from Banjoewangie, which arrived at St. Helena, April 23, and sailed next day, had thrown part of her cargo (about 300 bags of coffee) overboard during heavy weather experienced March 15, in lat. 26 S., lon. 75 E.

The Zuleika, Riddell, from Pasaroeang, which arrived at Falmouth, May 26, reports having experienced a hurricane Jan. 31, in lat. 17 S., lon. 112 E., during which she lost bulwarks, water casks, &c. She made a great deal of water during the height of the gale, and had to keep both pumps constantly going.

The Seafield, arrived in the river from Colombo, reports that on the 6th March, in lat. 14 S., lon. 13 (?) E., she encountered a hurricane from the S.E., which blew away topsails, maintopmast staysail, &c.; ship on her beam ends under bare poles for eight hours. April 17th, at 3.30 A.M., struck some floating substance, which caused the ship to shake all over, but could see nothing, as it was very dark. At daylight found the cutwater broken, a piece torn out of the mainstem, and the copper torn off from both sides of the stem; she was then in lat. 17 S., lon. 6 W. May 7th, lat. 22 N., lon. 36 W., a sudden squall split sails and sprung fore and maintopsail yards.

MISCELLANEOUS.

At ST. HELENA.—April 12, Bellatrix, Haacke, from Sourabaya, and sailed 13 for Amsterdam; 14, Craigie Lea, Coevie, from Zebu, and sailed for Liverpool; 18, Astrea, Edwards, from Batavia, and sailed 19 for Amsterdam; 23, Sperwer, Huismann, from Banjoewangie, and sailed 24 for Amsterdam; 26, Noach II., Wiericks, from Batavia; 27, Staatsrd. & Ewyck, Ham, from Sourabaya; 23, Johanna and Willem, v. d. Veen, from Banjoewangie, and sailed 24 for Amsterdam.

Off ST. HELENA.—April 14, Lochmagar (barq.), from Colombo, for London.

At TABLE BAY.—April 11, Gustaf Adolf, Lithman, from Bangkok, and sailed 13 for Falmouth.

At SIMON'S BAY.—April 6, Eena, Brumell, sailed for Ceylon.

At CALLAO.—April 12, Aurora, Garcia, from Hong Kong; 14, Uncowah, Rociano, sailed for Hong Hong.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China and Japan. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan.

NEW ARRANGEMENTS.

From this year Subscriptions to the "**LONDON AND CHINA EXPRESS**" are regarded as Subscriptions to this **AGENCY** also. Subscribers to the "LONDON AND CHINA EXPRESS" are therefore now entitled to the execution of all orders

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To Non-Subscribers the terms will be, as heretofore, Two-and-a-Half per cent. on Orders over £50, and Five per cent. on Orders for a less amount.

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THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

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NORTH CHINA INSURANCE COMPANY.

1867-8.

COURT OF DIRECTORS.

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HEAD OFFICE, SHANGHAI.

JOHN S. MACKINTOSH, Secretary.

HONG KONG BRANCH.

CHARLES MACKINTOSH, Agent.

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„ KOOPMANSCHAP and Co.	San Francisco.
„ BELL and HAYWARD...	New York.

REPORT presented to the FOURTH ORDINARY MEETING of the SHAREHOLDERS, held at the OFFICES of the COMPANY, SHANGHAI, on the 3rd April, 1868.

It is with much pleasure that the Directors lay before the Shareholders the usual Half-yearly Balance-sheet and Statement of the business of the Company for the six months ending 31st December, 1867, and point to the Balance in hand on that date, Tls. 578,195.23, in addition to the paid-up Capital of Tls. 250,000, being Tls. 82,727.01 more than at 30th June, 1867.

This result is the more satisfactory, as the payments for losses in the China trade are usually most heavy during the period July to December, and on two former occasions have necessitated a reduction from instead of an addition to the Balance as per previous half-year's accounts.

The total Premia received during the six months are about Tls. 17,000 less than those of the corresponding period of 1866, notwithstanding which the out-turn of the business is so much more favourable that this is not to be regretted, but rather viewed as a small sacrifice of Income which has enabled the Company to be without risks which might have incurred losses of much greater magnitude.

The Balances in the hands of the various Agents have all been remitted to the Head Office in Shanghai, except the sum kept in Hong Kong and London necessary for carrying on the Company's business at these ports.

In concert with the other Local Insurance Offices, the Directors resolved in the beginning of the present year to discontinue the discount of 15 per cent., and to revert to the former one of 10 per cent. for cash payment at Premia; also, on account of the dangerous navigation of the River Min, to abolish the return of ½ per cent. for steam towage from Foochow, and to charge ½ per cent. additional when vessels are not towed.

In accordance with the provisions of the Deed of Settlement, the Directors—Messrs. W. J. Bryans, F. H. Bell, A. Michie, and E. H. Lavers—retire by rotation, but, being eligible, offer themselves for re-election. Mr. F. Porter (who has been temporarily appointed in place of Mr. E. F. Duncanson, resigned) is also proposed as a member of the Court.

The Auditors—Messrs. R. Miller and P. Maclean—offer themselves for re-election.

By order of the Court of Directors,
JOHN S. MACKINTOSH, Secretary.

NORTH CHINA INSURANCE COMPANY.

BALANCE-SHEET—31st DECEMBER, 1867.

Dr.	Taels.	Taels.
To paid-up capital		250,000.00
To balance of working account June 30, 1867	495,468.22	
Add amount at debit of working account Dec. 31, 1867, transferred	82,727.01	
		578,195.23
		828,195.23

Cr.				
By cash on current and deposit accounts Dec. 31, 1867				380,115.34
By furniture in house and office, Shanghai				4,252.30
By furniture in house and office, Hong Kong				3,925.02
By Shanghai premia for July—Dec. 1867, uncollected on Dec. 31, 1867				8,078.08
By balance in hands of Messrs. Ashton and Co., London, on Dec. 31, 1867, deposited as follows:—				
At interest with Chartered Bank of India, Australia, and China... ...£	20,000	0	0	
At interest with Chartered Mercantile Bank of India, London and China ...	30,000	0	0	
At interest on securities	45,500	0	0	
Cash and policy stamps in hand ...	3,340	5	0	
	£98,840	5	0	
Add amount remitted to Messrs. Ashton and Co. on July to Dec., 1867 account, but not received by them in London on Dec. 31, 1867	17,884	16	0	
	£116,725	1	0	389,083.50
Carried forward				785,454.24

Brought forward			Tls. 785,454.24
By amount at debit of Hong Kong Branch and sundry agents	Tls. 52,738.70		
Less due to sundries	9,997.71		
			42,740.99
			828,195.23

WORKING ACCOUNT.

Dr.			
To net premia, 1st July to 31st December, 1867			437,200.72
To Policy Fees, do. do.			3,559.50
To Interest Account do. do.			16,077.74
To Commissions do. do.			1,084.44
			Tls. 457,922.40

Cr.			
By Agency Commission, 1st July to 31st Dec., 1867 ...			16,958.54
By Agency Charges do. do. ...			2,522.83
By Shanghai Charges do. do. ...			14,171.92
By Hong Kong Charges do. do. ...			5,004.63
By Losses and Claims paid do. do. ...			333,263.89
By Exchange Account do. do. ...			3,273.58
By Balance			82,727.01
			Tls. 457,922.40

Audited by us and found correct,

ROWLEY MILLER,
P. MACLEAN, } Auditors.

Shanghai, 21st March, 1868.

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W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman
E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.
John S. Mackintosh, Secretary, Shanghai.

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Recognised by the International Convention of 30th April, 1863.

	Francs.	
Subscribed Capital	80,000,000 ...	£3,200,000
Capital paid up	70,000,000 ...	£2,800,000
Do. MAY. 15, 1868	10,000,000 ...	£400,000
Do. Sept. 15, 1868	10,000,000 ...	£400,000
Reserved Fund	20,000,000 ...	£800,000

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Do.	British Flag.....	AA 1	E.I.D.	July 4
Calcutta	Calcutta	A1 20 yr.	E.I.D.	June 6
Do.	Erato	AA 1	E.I.D.	June 13
Do.	Saint Marnock ..	AA 1	E.I.D.	June 20
Shanghai.....	Lammermuir ...	AA 1	E.I.D.	June 10
Do.	Merse	A1 13 yr.	E.I.D.	June 30
Sing. Shang., Yma., Ngski.	Nymph (s.s.) ...	A1 16 yr.	E.I.D.	June 12

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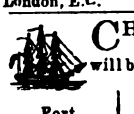

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Do.	Mikado(new)	A1 16 yr.	W.I.D.	To follow
Yokohama, (Kanagawa)	J. C. Munro	A1 12 yr.	E.I.D.	With des.
Do.	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

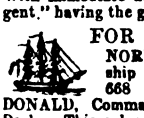
Destinatin.	Ships.	Class.	Tns.	Dock.	Date of Sailing
Colombo ...	Sthrn. Cross	A1 13 yrs.	668	L.D.	June 5
Do.	Palmerston.	A1 15 yrs.	978	W.I.D.	June 20
Mangalore Calicut, Beypore, & Cochin	Maid Marian	A1 9 yrs.	600	L.D.	June 10

No. 22, Great St. Helen's, E.C.

STEAM to SINGAPORE, SHANGHAI, YOKOHAMA and NAGASAKI. To sail on the 6th of June, touching at St. Vincent and the Cape to coal, the magnificent new composite, Clyde-built, screw steamship NYMPH, A1 at Lloyd's for 16 years, 812 tons register, horse power 100 nominal, 480 indicated. This splendid vessel, built by Messrs. C. Connell and Co., of Glasgow, is guaranteed to steam the whole distance, and affords a most desirable opportunity for shippers requiring despatch. Her cabins are fitted with every convenience for the accommodation of passengers.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, London, E.C.

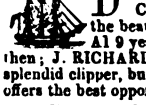
With immediate despatch. To follow the "Fort Regent," having the greater portion of her cargo engaged.



FOR COLOMBO and CANNANORE, the magnificent China clipper ship SOUTHERN CROSS, A1 13 years, 668 tons register; CHARLES MACDONALD, Commander; now loading in the London Docks. This splendid vessel, well-known for her very rapid passages, offers a most desirable opportunity to Shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

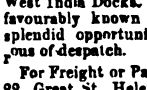
To follow the "Life Brigade" Will be very quickly despatched, having the greater portion of her cargo engaged.



DIRECT FOR MANGALORE, CALICUT, BEYPORE, and COCHIN, the beautiful clipper ship MAID MARIAN A1 9 years; 311 tons register, 600 tons burthen; J. RICHARDS, commander; London Docks. This splendid clipper, built in 1864, and coppered in July, 1867, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. With immediate despatch. To follow the "Southern Cross," having the greater part of her cargo engaged.



DIRECT FOR COLOMBO, the splendid high-classed British-built ship, PALMERSTON, A1 15 years, 894 tons register; J. N. SEAGROVE, commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents a splendid opportunity to shippers and passengers desirous of despatch.

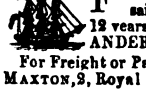
For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail on the 10th June.

FOR HONG KONG, the well-known favourite clipper LOUISA, A1 10 years; 903 tons register; CHARLES LANSDOWN, Commander; East India Docks. This ship sails very fast, and has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

With despatch.



FOR SHANGHAI.—The well-known Clipper, MARY ANN WILSON, A1 14 years; 944 tons register; FREDERICK YEXLEY, Commander, East India Docks. This beautiful ship has a poop, with excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the "Louisa."

FOR HONG KONG, the fast sailing clipper, ROSLIN CASTLE, A1 12 years, 644 tons register; JAMES ALEXANDER, commander; East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C.

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much attention. Pepper is calm. Tea remarkably firm, common Congou is not to be had under 15 sch. bco. per lb. A couple of vessels have dropped in and brought 255 packages of Congou, 968 do. of Imperial, and 2,090 do. of Gunpowder. In Spelter nothing has been done; holders are firm, but prices nominal. Money market easy, discount 2¼ to 2½ per cent.

SHIPPING.

ARRIVED.—Jan Peter, from Saigon (12,063 bags rice); Leopold, from Canton (1,400 chests cassia lignea); Mauritius, from Batavia (1,963 bags rice and 215 bags pepper); Celle, from Singapore (3,181 bags pepper); Ceres, from Singapore (5,951 bags rice); Akershuis, from Singapore (2,876 bags pepper); Blanche, from Maulmain and Singapore (9,127 bags rice); Gazelle, from Singapore (7,459 bags rice); Carl Ritter, from Hong Kong and Canton (not yet reported); Lorenz Meyer (from Singapore (not yet reported).

SAILED.—Serafin, to Manila; Iris, to Hiogo and Yokohama; Gustav Adolph, to Singapore; Wandrahm, to the Marianne Islands.

ARRIVALS AT BREMEN.—Catharina, from Saigon (12,525 bags rice); Elise, from Bankok (3,345 bags rice); Maury, from Bankok (14,509 bags rice); Heros, from Singapore (7,205 bags rice); Fincke Senior, from Saigon (8,400 bags rice); Joachim, from Java (9,650 bags rice).

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 2.

According to the latest news, from a very authentic source, the Cabinet *in spe* will be composed as follows:—Mr. C. Fock, Burgomaster of Amsterdam, Minister of the Home Department; Mr. Roest van Limburg, ex-Ambassador at Washington, Foreign Affairs; Mr. P. P. van Bosse, Finance; Mr. F. G. R. H. van Lilaar, Justice; Mr. E. D. Waal, Colonies; General Van Mulken, War Department; Captain-Lieutenant of the Marines, L. G. Brocx, Marine Department. If this communication is true, and I have reasons to believe that it is, then certainly the Conservatives have no reason to blame the majority of the Second Chamber of the States General, which condemned the former Cabinet. Indeed, it cannot be said that they are desirous of filling the vacant places, for only one member of the actual Chamber appears upon the new list. I fervently hope that this Cabinet will remain in office. The discontent was so general that, had the crisis been prolonged, the public would have unquestionably adopted extreme measures. I need not add that this Ministerial combination is the work of Mr. Thorbecke, who was invited by His Majesty to form a Cabinet when Mr. Mackay was obliged to relinquish the task. The new list is quite Liberal, and I have the firm conviction that the new Minister of the Colonial Department will be greeted with the greatest approval in India. That Mr. Thorbecke has not reserved a portfolio for himself no one can wonder who recollects the manner in which the leader of the late Cabinet was intrigued.

Six years ago the Minister of the Colonial Department called the attention of the Chambers of Trade to the question of how the Government had to provide the money for the administration in India, or rather which method was preferable, by sending money from here to Java or by selling produce in India. The Chambers of Amsterdam and Rotterdam immediately recommended the latter measure. But no alteration has been made in the manner in which the money is provided. Both the Chambers have again addressed the Government to the effect—first, that gradually more produce should be sold in India; second, to request that the Government bills shall be sold by public auction, and that only guilders and half-guilders shall be sent from here in such quantities as are needed for actual circulation. These strong appeals on behalf of free trade have now a favourable chance of being realised, at least if Mr. De Waal accepts the portfolio of the Colonial Department.

The festivals at Heiligerlee to inaugurate the monument erected in remembrance of the battle against the Spaniards, in which Adolf van Nassau perished, have been held. The King was represented by the Prince of Orange. On this occasion the iron-clad *De Panter*, built in England, received the name of *Heiligerlee*.

During the whole month of May the finest weather prevailed. The crops of wheat, potatoes, &c., are promising so much, that already the prices of grain and fruits are becoming lower every day.

On the 29th of May a festival took place at Nieuwe Diep, when the Japan medical officers, Itoe Gempak and Hajasi Kinkai left that place, where they had completed their studies. In the name of the Japanese Government, and also by the students themselves, several rich presents were made to the authorities of the maritime hospital.

By this mail the first number of the *Gazette de Java* will reach our colonies. As a curiosity I state that this paper is printed at Paris as the special organ of the *demi-monde*. The title is derived from the *Argot*, spoken and written by "*ces dames*," and which they call *le Javanais*. It is the ordinary French language with this exception, that all the vowels are doubled.

His Majesty has granted permission to Mr. A. J. Bauduin, our Consul at Hiogo, to accept the Cross of the Order of St. Stanislas, Second Class, conferred upon him by the Emperor of Russia.

PRODUCE MARKETS.

COFFEE.—Since the auction of the Dutch Trading Company, at which 77,762 b. were sold at 1c. to 1½c. above valuation, the market has remained very firm. There is a good demand for abroad, but there is little offered. Holders decline to operate without an advance. The private transactions include 3,742 b. Java and Padang, ex Whampoa and Maria Sarah, at 33c. to 35½c.; 1,060 b. Java, ex County of Elgin, partly at 34½c.; 547 b. Java, ex Ortelius, at 38c. On the 5th inst., 7,734 b. Java, ex County of Elgin, Java, Argo and Mary, and Hillegonda, will be offered in auction. The valuation is, for Triage 25c. to 30c., and for the better qualities 30c. to 44c. The unsold stock of the Trading Company amounts to 588.214 b., whilst 124,000 b. are afloat for this company. The private stock is 61,880 b.

RICE.—8,750 b. Java, floating per Bezoekie, were sold at 8½f., whilst 1.048 b. ex Otto, were offered at 9½f. 4,391 b. Java, ex Dageraad and Paul Johan, were sold from 8¾f. to 10¼f. The prospects of the excellent crops of wheat and potatoes operate prejudicially upon this article.

SPICES.—The market remains very dull and inactive, and there are no particulars to report. Of Pepper only 810 b., ex Otto, were sold at 16¾c. The stock amounts, of Nutmegs 1,816 casks, Mace 567 casks, Cloves 260 casks, Cinnamon 195 mats, and Pepper 1,812 b.

RAW SUGAR.—On the 26th of May the Trading Company offered 55,289 mats Java in auction which were all sold, but somewhat under the valuation; 1½f. to 2f. being paid above the prices of the March auction. There was a very animated demand for the parcels of Nos. 15 and 18, which were destined for export. It is estimated that about 20,000 mats were taken for Germany and Belgium. The result of this auction has made an excellent impression. Since the auction some private transactions have taken place from ½f. to ½f. under the valuated prices of the auction.

TEA.—On the 19th inst. will be sold in auction 403/12 chests Japan, which are value at 90c. to 95c.; 30/4 and 326/8 China Congou at 80c. to 102c.; and 7607/4, 149/8, and 498/12 Java (Trading Company), which are valued as follows:—

						Valuation.
Broken Tea...	...	84/4	—	—	—	95c. to 98c.
Boey ...	...	473/4	—	—	—	65 to 90
Congo Boey	...	303/4	—	—	—	90 to 110
Congo ...	...	1908/4	—	—	—	80 to 120
Kempoey ...	...	31/4	—	—	—	110 to 115
Soepoey Pecco	...	224/4	—	—	—	135 to 180
Souchon ...	...	3015/4	23/8	87/12	—	82 to 135
Pecco Souchon	...	856/4	—	214/12	—	150 to 200
Pecco ...	...	406/4	—	—	100/16	110 to 500
Orange Pecco	...	53/4	—	—	—	108 to 125
Thunkay ...	...	120/4	—	—	—	110 to 130
Schin ...	...	50/4	—	—	—	80 to 82
Hysant ...	...	84/4	—	—	—	140 to 155
Uxim ...	...	—	14/8	31/12	—	140 to 165
Joosjes ...	...	—	112/8	166/12	—	100 to 200

In anticipation of this auction, the market has been for the last few days inactive, but very firm.

BANCA TIN.—The market is dull, the only transaction being 3,600 slabs at 54¾f. In the beginning of last month the market opened very strong, with buyers at 56f.; but the uncertainty regarding the 40,000 slabs withdrawn in the public sale of the 31st March has created some depression, and holders have become rather anxious to sell, so that the price is lower. The closing quotation is 54½f. The unsold stock is 169,393 slabs. Some lots of Billiton tin have changed hands since my last report at 54½f. to 54f. on the spot, and 55f. to 54½f. to arrive. There are no sellers under these quotations. Stock, 7,827 slabs.

TOBACCO.—In the course of this month some thousands of bales Java, crop 1867, will be offered for sale; in the meanwhile the market is inactive. Manila tobacco was higher last week. The stock is very trifling, and holders decline to operate without a further advance. Stock, 16,057 b. Java and 25 b. Manila.

HIDES.—The market is very active. The following parcels have been sold: 2,070 ps. Batavia buffalo. ex Daniel Rankin; 110 do. ex Koffyboom, and 8,332 ps. Java buffalo, ex Alhambra.

ARRACK.—The market is very dull, only 80 casks Sourabaya, ex Alhambra, having changed hands at prices which did not transpire.

JAVA INDIGO.—The market is very firm, and several parcels will be offered at auction on the 4th inst. The opinion is that higher prices will be paid, the stock being unimportant.

MISCELLANEOUS.—Camphor: In demand, but the sellers decline to pay the full prices of the last auction. Preserved Ginger: 350 chests China, ex Mefisto, sold at 72c. to 73c. Rattans: 285 piculs ex Wateloo, 263 piculs ex Java, 150 piculs ex Dageraad, 103 piculs ex Jedo, and 165 piculs ex Whampoa, have been sold. Cutch: Very firm, but without transactions. Gum Damar: Some parcels changed hands at full prices. For Vanilla there is some demand now that prices are somewhat lower.

MONEY MARKET.—There has been more business during the last few days. Prices in general have been well supported, and the greater part of the stock showed steadiness. The demand for money is exceedingly light. Dutch Two-and-a-Half per Cents., 55⅛; Three per Cents., 65; Four per Cents., 87. Java Bank, 165. Trading Company, Four-and-a-Half per Cents., 131¼.

SHIPPING INTELLIGENCE.

ARRIVALS.—May 19, at Texel, from Banjoewangie, Hendrika Geertruida, Eastern Empire; 20, at Texel, from Batavia, Amstelstroom; 21, at Texel, from Samarang, Golden Age; 25, at Brouwershaven, from Banjoewangie, Maria Adriana; at Texel, from Banjoewangie, Lichtstraal; 26, at Brouwershaven, from Batavia, Doelwyk; 30, at Brouwershaven, from Banjoewangie, Vander Palm; 31, at Brouwershaven, from Banjoewangie, Petronella; at Texel, from Banjoewangie, Westward-Ho; June 2, at Texel, from Padang, Padang Packet; at Brouwershaven, from Batavia, Burgemeester Hoffman.

DEPARTURES.—May 19, from Hellevoet, for Java (*via* Birkenhead), Stad Delft, Graafstroom; 27, from Hellevoet, for Java (*via* Birkenhead), Koffyboom, Laurens Coster; 28, from Brouwershaven, for Batavia, Kosmopoliet; for Samarang, Susanna; for Sourabaya, Catharina Maria; for Macassar, Vrachtzoeker; from Hellevoet, for Java (*via* Birkenhead), Johanna Christina; June 1, from Hellevoet, for Batavia, Jason, Susanna and Elizabeth, Albrecht Beyling; May 31, from Texel, for Batavia, Pieter Adolf; Willemina and Clara; June 1, from Texel, for Sourabaya, Aldebaran; from Texel, for Java (*via* Birkenhead, Johannes Lodewyk.

PASSENGERS INWARD.—From Java: Per Amstelstroom, Messrs. Helbach and family, Gerike and family, Muller and family; per Lichstraal, Mr. A. M. Kewchemius and family, Mr. C. A. de Roedt van Oldenbarneveldt, Mrs. Tergau and Chevalier; per Doelwyke, Messrs. Peereboom and family, Van Kappen and family, Mrs. Hildering and family, Miss Ouwens Leisema.

PASSENGERS OUTWARD.—For Batavia: Per Wilhelmina and Clara, Messrs. J. N. de Ruyter de Wildt, C. Terwogt, and J. J. Geelhoed; per Bato, Mr. Cornets de Groot: per Cornelis Wernard Eduard, Messrs. Ader and family, Van der Plas, G. Kolff and family, Van Beest Holle and family; per Electra, Mr. Walland and family, J. V. Krilkey and family; per Oberschorfeide, Degent and family, Engelenburg, Mrs. Torsman and family, Mrs. Tungman.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, JUNE 15, 1868.

THE PROPOSED NEW TELEGRAPH TO INDIA.

IT is with no little regret that we record the failure of another effort to induce Her MAJESTY'S Government to recognise the national importance of an efficient line of telegraphic communication with India and the East. What is justly described as "an influential deputation"—for it comprised amongst others the names of Mr. CRAUFORD, M.P., Lord W. HAY, Sir CHARLES BRIGHT, Sir S. CANNING, and Captain SHERARD OSBORN—waited on Sir STAFFORD NORTHCOTE at the India-office to lay the facts of the case before him, and to urge the propriety of the suggested line being at once undertaken by the Government; or, if there were any valid reason against that, to ask for a guarantee such as would enable a company to attempt it under favourable circumstances. The SECRETARY gave a decided negative to either proposition. The arguments adduced by the deputation and the pith of Sir STAFFORD'S reply we have given at some length in another part of this paper; it is sufficient to say here, that the effort of the deputation ended in hopeless discomfiture. The almost worse than useless condition of the present line is exemplified by a memorial of the Glasgow Chamber of Commerce, which states that during a period of six months there were sent from a firm in Glasgow to Calcutta twenty-one messages, at a total cost of £124 19s., or on the average of £5 19s. each; that one message was delivered on the 26th day after its despatch; that another, despatched from Glasgow on the 24th of August last, has never been acknowledged by the Calcutta house; that, excepting these two messages, the remaining nineteen required on the average upwards of six days for transmission, the longest period occupied being fifteen and the shortest (this being an exceptional case) two days. During the same period twenty-six messages were received in Glasgow from Calcutta, costing about £8 each, requiring for transmission, on the average, very nearly five days (the longest period being thirteen and the shortest two days). Only two of these latter messages were rendered accurately, there being about five errors in each of the others, ten occurring in one and fifteen in another. These are but a few of the proofs brought forward of the urgent necessity that exists for Government interference; yet the only concession vouchsafed is a vague promise that the Government "will do everything in their power to improve existing lines." This is poor satisfaction indeed.

At the same time we are glad to note a prospect of immediate improvement in the communication on this side of Alexandria. The Anglo-Mediterranean Company has already obtained the requisite capital (£260,000), and will commence operations without delay. This company has arranged for the purchase, in perfect working order, of the land line now nearly completed from Susa (where the French wires terminate) to Modica, in Sicily, and has also contracted for the laying of a deep-sea cable, of a construction specially adapted to the bed of the Mediterranean, between Malta and Alexandria. This cable is now in full course of manufacture by the Telegraph Construction and Maintenance Company, and will be laid in August, under the superintendence of Sir S. Canning. Between Modica and Malta the medium of communication will for the present be the existing cable of the Mediterranean Extension Company, but a duplicate cable will be laid hereafter. Although this line passes through Italy, it will be worked throughout by the English clerks of the company—a very great advantage. Thus in about four months we may expect to have a line of communication as nearly faultless as possible, as far as Alexandria; beyond that, we must wait, and hope in the Anglo-Indian Company. It must not be supposed, by the way, that the Anglo-Mediterranean is in any way hostile to the undertaking just mentioned; on the contrary, we understand that arrangements have been made by which the Mediterranean wires of the one will eventually form a link in the scheme of the other. It is stated that a renewed effort will soon be made to continue this line to India by way of the Red Sea.

CONSULAR AND DIPLOMATIC APPOINTMENTS.

THE rumour that was lately current of Sir RUTHERFORD ALCOCK'S approaching return to this country has not yet received any authoritative confirmation, nor, on the other hand, is it contradicted; the balance of probability, we should say, inclines to its correctness. Sir RUTHERFORD'S retirement from this field would of necessity occasion a good many changes, and some important posts would have to be filled up. In China the three gentlemen whose names first present themselves as likely to gain considerable preferment are Messrs. WADE, ROBERTSON, and WINCHESTER; in Japan there are no Consular officers of equal standing with the two latter. Probably neither of these three would replace Sir RUTHERFORD ALCOCK, for Sir HARRY PARKES has done good service in China, and, moreover, there is already a precedent in Sir RUTHERFORD'S own career for the transfer of a minister from Yedo to Peking. A repetition of this step seems to us more than likely, and in that case it is almost certain that one of the three gentlemen we have just named will be the new Plenipotentiary in Japan Mr. ROBERTSON has had a long term of office in China, and would perhaps hardly care, at this period, to enter on a new field; Mr. WADE'S inclinations, considering his intimate knowledge of Chinese character and his deep study of the language, would probably lead him to prefer remaining at Peking; while Mr. WINCHESTER, in addition to a long and useful career in China, has had considerable experience at two ports in Japan, and for some time ably filled the post of Charge d'Affaires at Yedo. We shall therefore not be surprised to see Dr. WINCHESTER, who is now, we believe, on his way home from Shanghai, go out again shortly as Minister to Japan. The vacancy at Shanghai will, no doubt, be filled by Mr. MEDHURST, from Hankow.

THE ISTHMUS OF SUEZ.

A CORRESPONDENT who has just passed through Egypt sends us some interesting particulars of the present condition of the Isthmus. Suez continues to progress, and is, in fact, becoming a place of vast importance. The past year shows great changes, the Abyssinian war having doubtless given a considerable impetus to trade, and perhaps the sudden termination of this undertaking will tend to check the rate of progress for the present. Suez people are all agreed that the canal will be a success if only another four millions can be raised in addition to the eleven and a-half already expended on it. It is now considered certain that even large steamers will be accommodated by it. The P. and O. Company's supplies of coal for Suez all pass through the canal, being transshipped into lighters at Port Said, and sent alongside their steamers at Suez in the same vessels, which is of course a great convenience. They have lately sent 12,000 tons through in this way, and the canal contractors are said to receive 8,000 tons per month in the same manner. The new line of rail from Suez to Ismaila and thence to Alexandria is now nearly complete, and will be opened for traffic in a few months; passengers by the overland route will then be enabled to go through direct and avoid Cairo, by which a saving both of time and fatigue will be effected. The new hotel at Cairo is said to be by far the most cleanly and comfortable there, the furniture and fittings being all new and good—but it is hinted that there is still room for improvement in the management. The president of the Canal Company has issued a circular containing an account of the general state of the works, from the 15th of March to the 15th of April, and from this date to the 15th of May; to which is annexed a table of the receipts from transit by the canal from 1867, and the first three months of 1868. In the first quarter of 1867 the receipts were 255,149f. 67c.; second ditto, 262,752f. 27c.; third ditto, 300,321f. 56c.; fourth ditto, 474,597f. 35c. During the first quarter of 1868 they were 544,961f. 85c., showing an increase on the corresponding quarter of 1867 of 289,812f. 18c. In another column we give some extracts from an interesting account of a visit to the canal works, by Mr. LOBNITZ, of Glasgow.

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THE HONG KONG ASSOCIATION.

AT length a reply has been received from the Colonial-office to the memorial addressed to the Duke of BUCKINGHAM by Mr. WHITE, on behalf of the committee of this Association. It is quite on the ordinary official model. The memorialists are informed that his GRACE "has read with much interest "the views and suggestions"—rather curious phrascology by the way—and that the Mint would be closed, which they knew before. Our readers however will be glad to learn that the affairs of the colony are receiving the "careful consideration" of the Secretary. The letter is as brief as it is vague, so we give it in full.

Downing-street, June 5, 1868.

SIR,—With reference to your letter of the 4th April, I am directed by the Duke of Buckingham and Chandos to state that his Grace has read with much interest the views and suggestions which it contains upon the general financial condition of Hong Kong.

I am directed to inform you that the Colonial Government has been authorised to close the Mint, and thus free the Revenues of the Colony from the expense attendant upon working that establishment, and I am to assure you that the whole question of the expenditure of the Colony is receiving the careful consideration of the Secretary of State.
—I am, Sir, your obedient servant,

J. White, Esq., M.P. (Signed) T. F. ELLIOT.

The petition of the colonists to the House of Commons will have to be presented very soon, if anything is to be done with it at all this session. The document has already appeared in our columns, though not in its entirety, and as the utmost possible publicity is desirable to pave the way for a full discussion of the matter in the House, we reprint it, with all the signatures.

To the Honourable the Commons of the United Kingdom, in Parliament Assembled.

The Humble Petition of the Undersigned Residents in the Colony of Hong Kong

Showeth:—That the charge upon the revenues of this colony of £20,000 a year, as a military contribution in aid of the expenses entailed upon the British Government by the maintenance of troops in China, has proved to be a burden which the colonial finances are unable to bear. Three years ago, when the contribution was imposed, these finances were in a sound and prosperous condition. On the 1st of January, 1865, the surplus of assets over liabilities was $298,000, while in the beginning of 1867 there was only a nominal surplus of $24,000 shown on the public accounts. This sum, moreover, was so far from being available that the Government was driven to use for current expenditure money belonging to suitors in the Supreme Court, and when this was called for, to borrow $100,000 from the local banks at a high rate of interest.

That the considerations which induced the Duke of Newcastle to demand a military contribution of £20,000 a year from Hong Kong are expressed in a despatch from his Grace to Mr. Mercer, then Acting Governor of Hong Kong, dated September 5th, 1863, in which he says:—"Although I am aware that the receipts from land sales may be expected to fall off, I think it undeniable that the general financial position of Hong Kong is, and is likely to remain, in a highly sound and prosperous state; I can hardly doubt that exclusive of the balance in hand, amounting as I have said to £98,000, there will be an annual sum of £30,000 or £40,000 available for public works, and what may be called extraordinary purposes."

In a succession of despatches extending over the next twelve months, Mr. Mercer and Sir Hercules Robinson remonstrated urgently against the proposed tax. They pointed out that the colony was not able to bear the burden imposed, and if it had been able could not justly be called on to do so. The troops stationed in Hong Kong were sent out here "because England's share in the foreign trade of China is estimated at over thirty millions sterling; because this trade is mostly carried on in British vessels from the open ports in China, at each of which we have British settlements and British subjects, for whom we claim exemption from territorial jurisdiction; because in the managements of this vast trade, and in the Government of our own subjects scattered along the whole seaboard of China, in the foreign settlements, now fourteen in number, we are necessarily brought into constant intercourse with the Chinese Government, and there can be no doubt that the presence of a small body of troops somewhere nearer China than India has an excellent effect in averting difficulties, while they form a base of operations if misunderstandings should unfortunately arise." Sir H. Robinson declared the troops superfluous as far as the safety of Hong Kong was concerned, and undertook to be responsible for the maintenance of good order in the colony with the aid of the local police force alone. He also pointed out that the military authorities occupied land in the centre of the town which if it could be resumed by the colony would let for £10,000 a year, so that in a pecuniary sense the community were positively losers rather than gainers by the presence of the troops. The colony, in fact, "was established, not for the purposes of colonisation or for the advantage of future colonists, but solely because it was considered it would be a convenience to the mother country on political and military grounds."

That in 1847 a committee of your honourable House reported in reference to Hong Kong, "Nor do we think it right that the burden of maintaining that which is rather a post for general influence, and the protection of the general trade in the China seas, than a colony in the ordinary sense, should be thrown in any degree on the merchants or other persons who may be resident upon it:"—The committee on military defences in the colonies (1860) include Hong Kong by implication amongst those in which garrisons are maintained for objects altogether independent of and distinct from the defence of the particular countries in which they are situated, and the committee were of opinion, "that as these garrisons are maintained without reference to the wants and wishes of the inhabitants, they should be dealt with exceptionally, and not included in any general scheme of colonial contribution."—Again, so late as in 1861, the select committee of your hon. House on Colonial military expenditure, included Hong Kong in the class of "military garrisons, naval stations, convict depots, maintained chiefly for objects of Imperial policy—the responsibility and main cost of the defence of which properly devolve on the Imperial Government."

That in reference to the capacity of Hong Kong to pay the £20,000 a year, it will be seen the Duke of Newcastle had argued that a surplus revenue from £30.000 a year might be reckoned on by Hong Kong in future. Sir H. Robinson earnestly strove to convince his Grace that he was mistaken, and that this surplus could not be anticipated. Events, as your petitioners have shown, have justified the arguments of the late governor. The Duke of Newcastle, however, declined to alter his opinion on the subject, and wrote: "It is impossible for me to doubt that the security given to the inhabitants and trade of Hong Kong by the presence of H.M. forces, would be cheaply purchased by an annual payment of £20,000 and therefore I should not be doing justice to the inhabitants of this country if I failed to require that the Imperial Treasury should be relieved to that extent, as soon as possible, from the burden of supporting that force." While this correspondence was going forward, the colony was under a pledge to invest £50,000 in building a mint, which had been suggested by Sir H. Robinson as a means of benefiting the colony, and of saving a large sum lost on exchange to the Imperial Government. When the demand for a military contribution was made, Sir H. Robinson stated that he would never have proposed the Mint if he had been aware of the intention to impose this tax. He therefore urged that the £50,000 might be regarded as military contribution paid in advance, and be looked on as an advance from the Home Government on account of the Mint, to be repaid as the expected profits should accrue. Mr. Cardwell, however, into whose hands this suggestion fell, could not "allow the payment to be encumbered by any circuitous arrangement with the British Treasury." The colony was thus required not only to pay the military contributions, but to expend in another direction its accumulated surplus capital, by the sacrifice of which it might otherwise have staved off for a few years the embarrassments by which it has now been overtaken.

That remonstrances having proved of no avail, the Governor under compulsion brought the proposed vote before the Legislative Council. Official members, who are not at liberty to vote in opposition to orders from the Colonial-office (see Sir H. Robinson's despatch Sept. 7th, 1864,) are in a large majority on this council, and the vote was consequently passed, but the council immediately afterwards passed, by a majority of eight to one, a resolution declaring that the maintenance of troops in Hong Kong was not necessary for the protection of colonial interests. A public meeting was then held, and a memorial to the Secretary of State for the Colonies, deprecating the contribution, and signed by nearly the whole mercantile community was sent home. Mr. Cardwell, however, declined to accede to the prayer of this memorial, and from the 1st January, 1865, the contribution was exacted. During the current year, however, the payments have fallen into arrears, as the colony has been reduced to a condition of insolvency. On the 1st of January, 1863, the surplus of assets over liabilities was $475,000, or £99,000, but since that date the expenses of establishing the Mint have absorbed over $300,000, for which investment the colony may be said to have received no return whatever, as the undertaking has proved such a complete failure that its gross earnings have amounted to little more than $10,000. The annual accounts of the colony meanwhile have shown a deficit in every year since 1863, as will be seen by the following figures taken from official records:—

	Rev.		Expend.		Dif.
1863	£120,028	...	£121,888	...	£1,860
1864	132,884	...	159,022	...	26,138
1865	175,717	...	195,376	...	19,659
1866	160,224	...	195,824	...	35,600

During the present year all old accumulations having been absorbed, it was found impossible to continue the regular payments of the contributions, and they fell into arrears; but your petitioners understand that the Secretary of State for the Colonies sent out to the Government of Hong Kong imperative orders that these arrears should be paid, and that if necessary the required sums should be raised by new systems of taxation. In consequence of these orders the present Governor, Sir R. MacDonnell, was driven to avail himself of an ordinance providing for the establishment of stamp duties, passed in 1866, against the vehement remonstrances of nearly the whole community. Partly by means of this new tax, which frightens the Chinese and endangers the commercial existence of the colony, and partly by means of sums which have accrued from the issue of licences to Chinese gambling-houses, it is possible that the arrears of the contribution and the amount due for the current year may be extracted from the colony. Meanwhile, however, the Praya or quay which skirts the harbour side for more than two miles, which may perhaps be considered the main thoroughfare of the town, and on which most of the principal warehouses stand, remains in the delapidated state to which it was reduced to by the autumn typhoons. The Government has no funds with which to undertake its effective repair, and has made an effort, the issue of which is still uncertain, to fasten the legal responsibility for the repair of the Praya upon the marine lot-holders. To the future your petitioners look with dismay.

That briefly recapitulating the arguments brought forward by Sir H. Robinson and in this humble petition, your petitioners represent the military contribution to have been unfairly imposed upon Hong Kong because the garrison was not sent here for the sake of the colony. On the contrary, the island was obtained from China, and made the price of the peace of Nanking, because the British Government wished to establish a garrison upon it. To reduce the expenses of the place, merchants were encouraged to come here, buy land, and pay regular

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ground rent, in return for which they were offered the incidental advantages of residence in a British colony. This succeeded so well that the land tax and rates which they paid cleared the expenses of the Civil Government in 1855, and have continued to do so ever since. But, deluded by the appearance of a full treasury, containing the accumulated premia paid for land lots, which was, in fact, the capital of the colony, and should never have been included in a revenue account at all, the Duke of Newcastle came to the conclusion that the revenue would yield a progressive surplus. He therefore decided that the colony should first of all pay for the establishment of a mint with the money it had in hand, and afterwards pay a regular military contribution of £20,000 a year with its expected surplus. His Grace imposed the contribution in the face of the report by the committee of your honourable House, as your petitioners have shown. The injustice of levying this tax was thrust out of sight, because it was supposed that Hong Kong could so easily pay the amount demanded. So far was this supposition erroneous that in attempting to do so the colony has been reduced to the verge of bankruptcy.

Wherefore your petitioners humbly pray that your honourable House will be pleased to take such measures as may procure relief for the colony of Hong Kong from the burden of paying a military contribution to the Imperial Government.

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[These signatures are reproduced as accurately as possible, but there may be some errors. In the original some names appear twice, while about a dozen are so entirely illegible that we have been obliged to omit them altogether.]

NEW PORTS IN JAPAN.

(From the *London Gazette*.)

FOREIGN-OFFICE, June 9.—Lord Stanley, Her Majesty's Principal Secretary of State for Foreign Affairs, has received from Sir Harry Parkes, K.C.B., Her Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan, copies of the following notification, which has been issued by him with regard to the delay in opening the city of Yedo and port of Niigata to foreign trade:—

"YOKOHAMA, 5th April.

"Notification.—As the changes which are at present taking place in the constitution of the Government of Japan may disturb for a time the general security of Yedo and Niigata, the undersigned, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan, entertains the opinion that it would be unsafe for British subjects to take up their residence at that city and port until affairs are in a more settled condition. He has accordingly to make known to all subjects of Her Britannic Majesty that execution of the arrangements for the opening of that city and port to British trade on the 1st proximo is temporarily deferred, and that further notice will be issued as soon as it is considered that British subjects may safely reside and trade at these places. (Signed) "HARRY S. PARKES.

"Her Britannic Majesty's Legation,
Hiogo, March 28, 1868."

THE *Societa Anonima Italiana*, by which the mail service between Brindisi and Alexandria is performed, is about to extend its operations to Venice. In future the steamers for Alexandria will leave Venice every Saturday at 2.30 P.M., and Brindisi every Monday at 2 P.M.; and on the return voyage will sail from Alexandria every Sunday, three hours after the arrival of the homeward India mails. The contract time is, between Alexandria and Brindisi, 82 hours; between the latter port and Venice, 37½ hours. After the opening of the Mont Cenis Railway there will be daily through trains between Paris and Brindisi.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 284.] LONDON, MONDAY, JUNE 15, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	Apr. 13
Yedo	—	—	Apr. 17
Yokohama	Feb. 18	Apr. 11	Apr. 19
Nagasaki	—	—	Apr. 23
Hakodadi			
CHINA — Peking	—	—	Apr. 11
Tien-tsin	—	—	Apr. 14
Chefoo	—	—	Apr. 15
New-chwang	—	—	Apr. 10
Hankow	—	—	Apr. 19
Kiu-kiang	—	—	Apr. 19
Chin-kiang			
Shanghai	Mar. 6	Apr. 21	Apr. 25
Ningpo	—	—	Apr. 23
Foo-Chow	—	—	Apr. 21
Formosa—Tamsuy			
Amoy	—	—	Apr. 23
Swatow			
Hong Kong	Mar. 18	Apr. 29	May 1
Canton			
Macao			
PHILIPPINES— Manila	—	—	Apr. 25
COCHIN-CHINA— Saigon	—	—	Apr. 28
SIAM—Bangkok	—	—	May 2
BORNEO—Labuan	—	—	Apr. 26
Sarawak	—	—	Apr. 28
JAVA — Batavia	—	—	May 3
MALACCA STRAITS— Singapore	Mar. 27	Apr. 30	May 9
Penang	—	—	May 2

"The present is the seventh inward China mail under the new contract delivered on its due date. The next, with Hong Kong dates to May 15, is due on the 28th inst. Telegrams via Galle, to May 9 from Shanghai, and 15th from Hong Kong, were received on the 9th instant; via Kiachta, the telegram announcing the loss of the Benares, dated Shanghai, May 27, was received yesterday; only 18 days in transmission. This fact is the best refutation of a statement recently put forth, that "Grant's line is silent as usual."

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Tanjore, arrived June 13.—From Shanghai: Mr. E. Maintz. From Hong Kong: Mr. Wheatley, Mr. Gracie, Mr. Bonnett, Mr. McDonald. From Singapore: Dr. J. Meyer. From Galle: Mr. Smart, Mr. B. Smith, Mr. Wood, Mr. Williams.

To Southampton, per P. and O. steamer, expected to arrive June 19.—List not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer Poonah, from Southampton, June 13.—To Yokohama: Mr. and Mrs. R. H. Brunton and child, Miss Wanchope, Mr. A. W. Blundell, Mr. C. McKin. To Hong Kong: Mr. J. F. Oliffe, Mr. G. Atkinson, Mr. Thornicroft. To Singapore: Lieut. W. P. Jones, R.E., Mrs. Bernard.

From Gibraltar.—To Hong Kong: Vice-Admiral A. S. de Sonza, Mr. J. C. de Carvalho.

Per P. and O. steamer Tanjore, from Marseilles, June 21.—To Yokohama: Mr. and Mrs. C. A. McHean, Mr. C. H. Dallas. To Hong Kong: Mr. C. S. Taylor.

Per P. and O. steamer Pera, from Southampton, June 27.—To Yokohama: Mr. M. Brown. To Shanghai: Dr. and Mrs. Henderson. To Ceylon: Mr. L. and Mrs. Byrde, Miss Browne.

Summary of News from the Far East.

JAPAN.

HIOGO AND OSAKA.

From Hiogo and Osaka our latest dates are to the 12th April. There is no political news whatever, and trade was in the same dull state. From recent letters in the *Japan Times* we take the following paragraphs:—

The Japanese Government has issued a notification at Osaka to the effect that Mexican dollars are to become a legal tender in Japan at the rate of three boos each. No provision seems to be made for weighing or testing their intrinsic value, so it is easier to imagine than describe the effect such an edict would shortly have upon the monetary system of the country. It has not however been notified to us through our Consuls, and of course the latter will point out to the Japanese the impossibility of introducing a foreign coin in any other shape than that of bullion. It is to be hoped that all these difficulties about the currency will induce the Government to hasten the issue of the improved coinage promised with so many other good things on the 1st January, 1868.

Osaka appears to be abandoned by the foreign merchants, only two of the firms resident there on the 3rd February, and both of these represented by consular agents, having as yet returned thither since the place has been declared re-opened. In fact the regulations for trade, requiring all imports and exports to be entered at Kobe, have completely destroyed any chance of doing business there, except such as may be transacted by an occasional visit or sending up a banto. The bar also presents a most formidable obstacle to the progress of foreign trade, as no marine insurance policy extant would cover the risk of conveying cargo across it, and so far as our experience of the last three months goes, it is impassable on an average two days out of seven. If ships were allowed to anchor off the mouth of the river and cargo entered at Osaka, this danger would be in some measure obviated, as then they would not discharge unless the bar was in a favourable state, and the question would be merely one of extra lay days. At present, however, you may start from Kobe without a ripple in the water, and when you arrive on the bar find a dangerous surf, besides the difficulty of hitting the proper time of tide, which could always be done from a ship lying half a mile off. It is said that the Japanese Government talk of deepening the river, and it is quite probable, as they show a disposition to do all sorts of things in the new broom line. Some naval men say it is practicable, others deny it; but there is no doubt that constant dredging would be necessary to keep the cutting clear, and this the Japanese have not the perseverance to keep up.

A notification has been issued from the Consulates there giving liberty to foreigners to buy and lease land and houses from the Japanese within the town of Kobe, excepting the ground set apart for the foreign settlement (most of which is under water), and reserving also the same breadth of ground back to the hills in the rear. A thoroughfare of 100 feet wide is also to be reserved along the beach. Some purchases have accordingly been made, but as yet little or no difference has been made in rents, which remain preposterously high. As for the foreign settlement now known as "Parkes' Folly"—this, it is said, is to be sold for what it will fetch, without any upset price. For reasons given above, it is hardly likely to repay the expenses of "preparing" it.

YOKOHAMA.

Advices from this port are to the 19th April. The outward French mail of February 18 was received on the 11th of April, and the English mail of February 26 was hourly expected when the present despatches left. The latest London telegrams were to March 15.

The *Japan Times* informs us that on the 17th April a Government notification was published, announcing that Ohara Sakino Gijiu, a kuge of the Mikado, had arrived to take charge of Yokohama for the Emperor. He came on the 15th in a steamer belonging to Kiishiu, formerly called the *City of Nantes*, and some excitement was created among the Government officials as the vessel with the Mikado's ensign was seen

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flying at the fore. The Mikado's crest, we may mention, is a circle with spokes radiating from the centre, very like a chrysanthemum flower. On the 16th the Kuge had an interview with the French Minister at Benten, and subsequently passed through the main street of Yokohama, on his way to the British Legation. His dress differs from that of a Daimio, being much plainer and simpler, and instead of the broad lacquerred hat which is familiar to us, he wears the less known shoe shaped headdress. He is a young man, by no means handsome or intelligent-looking, and in fact, of demeanour anything but imposing. He states in his notification that he has arrived with troops of Hizen, Satsuma and Chikugo; so that it is not improbable—as the whole Tokaido, from Hakone to Yedo, is now in possession of the southern troops, and as there appears not the least chance of disturbance or danger—that our own guards will be withdrawn and charge of the gates and other posts handed over to him, a step which would be very popular with the overworked foreign soldiery.

It has been incorrectly stated that Ohara Sakino Gijiu has replaced the Governor appointed by the late Shiogoon. This is not the case. Ohara has brought with him no civil officials whatever, and for the time being the Custom-house and Police Department are in the same hands as formerly. An inferior Daimio, one of the Tozama class, whose residence at Kanagawa, our favourite resort for pionics all visitors thither know, has been appointed Governor, but he is at present in Kioto. He will probably come up to take his post with the Minister for Foreign Affairs, whose *avant courier*, in fact, Ohara Gijiu is understood to be.

Otherwise, political matters remain much as when we wrote last. We have since ascertained that the Mikado's envoy, who is still beyond Hakone, the gate to the ex-Shiogoon's dominions, left Kioto with orders to raze Yedo to the ground, to destroy the castle and forts, utterly to abolish the metropolis of the family of Iyeyas. In our last we mentioned that Ooyeno-no-mia, now the Stotsbashi, had gone down to confer with him, and we now hear that his remonstrances have had so much effect that the Envoy has consented to refer again to Kioto for instructions. Ooyeno-no-mia has returned to Yedo, where everything is perfectly quiet. All the Daimios have left the city, and many of them are said to be awaiting in a suburb to the north of the place and on the other side of the river, the course of events. The forts are quite deserted; all the guns spiked, and those commanding the city dismounted and the carriages in many cases broken; the magazines open, and all left without a single guard. The southern troops hold the whole of the Tokaido, and are in Yedo itself in some force, but no attempt has been made as yet to take possession of the castle, and every

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TIENTSIN.

A Tientsin correspondent, writing on the 13th April, says:—"All accounts state the rebels as having gone to Honan province. The route to Shanse is still, however, not practicable for the Shanse traders, owing to the Imperialists being on it, and I suppose as usual very much addicted to marauding. We did not hear that the rebels were destroyed, so I presume that they had always the roads open to Honan. We shall no doubt see them back in this region some day, and probably in much greater force than on this occasion. The wheat crops are looking well, and the peasants are very busy preparing the other ground for millet. We have every reason to think that we shall see good harvests gathered this season. Rice is now very cheap, and grain generally."

THE REBELS.

After throwing Tientsin into a fever of excitement, inspiring some apprehension in the capital, and disturbing the equanimity of the Emperor himself, the rebels seem to have retired whence they came. No details have yet reached us of their later proceedings; but this very fact suggests the inference that they have withdrawn of their own accord. The Imperialists are not wont to hide their glory under a bushel. If they had expelled their opponents from Chih-li by force of arms we should not have lacked a glowing account of the myriads slain; whereas our Tientsin correspondent only hears that they have retired from the province. A keener sarcasm on Imperial prowess could hardly be offered. From north, south, east and west, Governors and Governors General were summoned to the scene of action. Prince Kung was named Generalissimo of all the armies in the field; Li-hung-chang was degraded from the active command, in favour of Tso-kung-pao, for his apathy; and all these changes have resulted in nothing. A few indecisive engagements were reported on the first arrival of the Nienfei in the province; and the energy of the Imperialist commanders appears to have been afterwards concentrated on the favourite Chinese tactic of a "surround;" but they seem to have failed as signally in strategy as in attack. The rebels have escaped to their favourite haunts in Honan, from whence they will soon re-issue with recruited ranks, to repeat their raid. However, it seems they really have gone for the present; and the only obstacle to free communication between Tientsin and the interior is the presence of Imperial troops, who are feared for their marauding propensities nearly as much as the Nienfei. But they will of course be soon withdrawn, and we may hope that the trade with the interior, which has been so long neglected, will be resumed. It remains only to learn whether Mahomedan rebels may have been plundering in Shanse simultaneously with the occupation of Chih-li by their temporary allies. If so, a cause for diminished trade may continue to exist in the partial impoverishment of that province, whose traders are the great purchasers of piece goods in Tientsin market. Nothing, however, that has yet transpired tends to show that such is the case. Only half the scheme which was first attributed to the rebels seems to have been carried out. The Honan Nienfei have penetrated Chih-li; but Shanse seems to have escaped the threatened scourge. Further information on this head will be looked for with much interest.

SHANGHAI.

From this port our dates extend to April 25. The English mail of March 6 arrived out on the 21st April, conveying London telegrams to March 14; *via* Kiachta however telegraphic advices had already been received to the 24th.

The *North China Herald* furnishes the following items:—A portion of the Nanzing dues has been paid in Ningpo "drawbacks"—and export drawbacks to boot. Seeing that the export trade from Ningpo is not flourishing at present, the claimants will not easily recover their money from a port in which they are little interested. But this is not all. The Commissioner of Customs at Ningpo ignores even this arrangement. He has received no instructions on the subject. So, after waiting seven years, the "Nanzing" claimants get about half their money in unrealisable documents.

We hear that Dr. Macgowan's services have been engaged by the Chinese Government, to prepare a work on mining and metallurgy. It is satisfactory to find these subjects are attracting their attention.

At a recent sale of land on the Wangpoo the lot which adjoins Dent's Wharf was withdrawn—tls. 15 per *mow* being the highest offer. People present did not seem to know what value attached to a riding course share, consequently no offers were made.

We have to acknowledge receipt of the first volume of the returns of trade at the treaty ports during 1867. The total values of exports we find compare as follows:—

1864	54,006,509
1865	60,054,634
1866	56,161,807
1867	57,895,713

And the total values of imports:—

1864	41,293,578
1865	61,844,158
1866	74,563,674
1867	69,329,741

The total value of foreign imports into Shanghai has been taels 44,331,073, against taels 44,768,000 last year, and of exports to foreign countries, taels 29,228,074, against taels 25,324,670. Of piece goods, 2,400,000 pieces were imported into Shanghai in 1867, against 2,370,000 during 1866; 30,100 piculs of raw silk were exported, against 21,900 in 1866; and 524,000 piculs of tea, against 499,000. The present volume does not contain reports by the different commissioners, which are looked for with interest. The form and arrangement of the tables is again much changed.

The rumour which has been some time in circulation to the effect that the Chinese Government propose at an early date to send a deputation to England, with a view to obtain reliable information as to the political details of various arts and manufactures, is now, we think we may venture to say, corroborated.

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The experience of the past has at length so far taught the men in high places that they are becoming convinced of certain important deficiencies in their own industrial departments.

Now that the new Mixed Court is opened, the building in the Consular compound is useless. We hear that the Taotai intends to pull it down and re-erect it in the city—there to be used as a hall for ancestral tablets, or some such purpose. The long awaited Magistrate under the new Mixed Court regime is said to have been at length appointed, in the person of a Peking official named Tang, who is unknown to foreign fame.

The steamers *Fe-loong* and *Osaka* will in future run to Nagasaki, Hiogo and back to Shanghai, stopping two or three days at each place.

A Chefoo correspondent writes:—"We have actually found copper, at last, within the coveted two miles—in small quantities so far, but of admirable quality."

With reference to the collapse of the Hong Kong Mint the *North China Herald* says:—"We do not know that the Mint has failed so much from the fact that there is no field for such a project as from miscalculation and mismanagement. Certain we are that dollars and smaller coins from the Hong Kong Mint have since the beginning been in demand here, and a few odd dollars which have reached Shanghai have been preserved as curios. We are not mistaken when we assert that many residents here have not even seen a Hong Kong dollar, and it would seem as if an effort had been specially made to deprive Shanghai of the Hong Kong coinage. So far from being thrust upon us, as we might have expected from a Mint struggling desperately, Hong Kong coins have never been obtainable. Every one who knows anything of Shanghai is aware that the prevalence of a ten cent and five cent coinage would be particularly beneficial to the entire foreign community. Our present lowest coin may be said to be the English shilling, worth twenty-five cents; so that although foreigners have often to pay ten cents for sampans, coolies, &c., they have no suitable coin, and are thus put to considerable inconvenience. The consequence is that twenty-five cents are often paid where ten would be sufficient, in order to avoid further trouble, and the necessity of involving ourselves in copper cash operations."

There may be some delay before the embassy of industry is sent on its way, but no time is being lost in qualifying those who are to compose it to make the best use of their opportunities.

Sir Rutherford Alcock has issued a long circular in reply to the various memorials on the revision of the Treaty. It opens up many important points regarding mutual treaty obligations, to which we shall refer at length in our next issue.

The case of the assignees of Mackellar and Co. against the Chartered Bank of India, to recover about 55,000 taels for moneys arising out of cross bills between Mackellar and Co. and the Bank, had a long hearing on the 20th April, and the judgment was reserved.

Touching the secrecy preserved regarding the aim and objects of the Burlinghame mission, the *Supreme Court and Consular Gazette* has the following observations:—

Six months ago a letter, signed "Civis Britannicus," commenting on the supposed objects of the then new Burlinghame Mission, appeared at this port. The views put forward by the writer, though to a certain extent personal, were well worthy of consideration, but the profound secrecy with which everything connected with the objects of the mission was veiled prevented at the time anything being known definitely by the outer world. Since then, however, the veil has been lifted for the first time, and, curiously enough, the Viceroy of Nanking has been made the exponent. We learn that Mr. Burlinghame is to explain to Foreign Powers why China cannot allow the development of her mineral and industrial resources. Seen by the light we now possess, though still dimly it is true, the views put forward by "Civis Britannicus" seem to gather some show of reason, and the connection of Mr. Hart with the new mission seems to come out more distinctly day by day.

In a recent number we reflected on the apathy shown by that gentleman with regard to the lighting of the harbour approaches of Shanghai and the disposal of the tonnage dues, a complaint followed up by our contemporary the *North China Daily News* in almost identical phraseology. Public rumour assigns two reasons for this course of conduct, neither of them very creditable to Mr. Hart's sagacity; one being an absurd jealousy lest his subordinate should gain public credit for having originated and matured the scheme without his co-operation; the other that the tonnage dues have been deflected to pay the expenses of Mr. Burlinghame's mission; the latter a device certainly worthy of a Chinese statesman, to deflect funds intended for local improvements to support an Embassy to show all improvement in China hopeless. From what we know of the previous career of Tseng-kwo-fan we have little reason to doubt the source whence the announcement of the object of Mr. Burlinghame's mission originated. Every circumstance tends to show the increasing dread of the Tseng-li Yamen, lest any advance in the provinces should overturn the toppling and crazy edifice of the Ta-Tsing rule, and we are sorry to add that every additional circumstance tends to prove the intimate connection with that policy of Mr. Hart.

At one of the early meetings, after its resuscitation, of the North China Branch of the Royal Asiatic Society, Mr. Hart, in commenting on a paper presented to the Society, spoke of the undoubted advantages of a general though gradual opening up of the country. Sudden changes, as became a speaker holding his position, were depreciated, but a system of general though gradual advance was announced as the most suited for the development of the country. Similar views were put forward in many quarters, and *festina lente* became the watchword, the mere utterance of which was to be a ready means of escape from a troublesome or dangerous position. How far the promise has been carried out a passing glance will show. *Festina* has indeed become more than a watchword, but the hastening has been neither slow nor forwards, but, on the contrary, with constantly accelerating steps towards anarchy and disruption. The stability which might have been acquired by timely reforms seems now more hopeless than ever, and Mr. Burlinghame departs for Europe to prove that the patient is now too weak to allow of the administration of the only remedy suitable for the disease. It is not long since we expressed our views with regard to the peculiar position occupied by Mr. Hart, and gave utterance to our fears that sooner or later, unless tempered by a wise discretion, his policy would be found opposed to the best interests, not only of foreigners, but of the Chinese nation at large. Recent events seem to prove the truth of our prediction. If we have misjudged Mr. Hart the remedy is in his own hands; the impenetrable silence with which he has hitherto continued to shroud his actions has left us no other resource than to judge of them from their effects.

Sir Edmund Hornby has given judgment in C. T. Jones's bankruptcy. The bankrupt is granted his discharge, subject to the following condition—one-third of his future earnings or income, and the whole of any after-acquired property, to be set aside for the discharge of his debts. We append a few extracts from the judgment, which is somewhat lengthy:—

The bankrupt in this case applies for his discharge. He is opposed by his creditors, amongst whom appears the British Consul, representing Her Majesty's Government, and he opposes the discharge prayed for on the ground that during the time the bankrupt occupied an important official position in the Consulate he appropriated divers sums, which in his official capacity he had received on Government account, to his own use. I have carefully gone over the evidence in support of the proof tendered and admitted of this debt due to Her Majesty's Government, and I have reluctantly, but without the slightest doubt, come to the conclusion that the bankrupt did receive the moneys of which the debt consists on account of the Government, and that he did appropriate them to his own use, and that in so doing he has made himself liable to all the consequences of the Act 24·25 Vic. cap. 96.

The misappropriation of the public moneys has already formed the subject of a criminal trial, when the jury were discharged, not being able to agree on a verdict, and a *nolle prosequi* has since been entered by H.M.'s Government, who have thus abandoned the intention of prosecuting the bankrupt again at the bar of a criminal court.

I conceive, therefore, that I am relieved from the necessity of ordering a trial under the 159th section of the Act, since had it been desirable in the interests of public justice it was open to the Government to have taken this course, and to have a second time sent the bankrupt before a jury; but because this leniency has been shown to the bankrupt I am not, in my character and position of Commissioner in Bankruptcy, the less bound to inquire into the conduct of the bankrupt. . . . I cannot look upon such conduct as the simple result of misfortune or carelessness. Beyond the purchase of the *Recorder* newspaper and the building of a small farm, I cannot find that he has been engaged in any speculation, rash or prudent; and after making full allowance for the losses (if any) incurred by those two liabilities, there still remains a large balance of money entirely unaccounted for. Whether the balance has been spent in riotous living, or whether it has been concealed, there is no evidence before me; but the fact remains the same that it is unaccounted for in the slightest degree.

I cannot conceive that the Legislature intended a man guilty of the misconduct of which the bankrupt has been unquestionably guilty should be enabled to come into this Court and get a discharge from his liabilities. I have also to consider the interests of his creditors. I shall, therefore, grant the bankrupt his discharge, subject to the condition that one-third of his future earnings or income be set aside for the discharge of his debts, and that any after-acquired property be also rendered available for the same purpose. So long as these conditions are observed, so long will he be free from arrest; but if he fails to observe them the grant of the discharge is *ipso facto* rescinded; his protection from arrest ceases, and he is liable to each of his creditors in the same way as a judgment debtor is liable, and as against him they will possess all the rights over his person and property which judgment creditors possess over that of their debtors.

HONG KONG.

The outward mail of 18th March (French) arrived out on the 29th April. The dates are now down to the 1st May, the steamer leaving five days before the usual interval of fourteen days, owing to the monsoon. The news is most trifling, and the Hong Kong papers are filled chiefly with northern extracts and police reports.

The Mint question is definitely solved. The staff, with the exception of those required to assist in the packing up of the machinery, had all been dismissed, and the establishment was to be finally closed in May. The work of the last six weeks gave satisfactory proofs of the capabilities of the Mint, the number of coins struck being 3,000,000, while it is calculated that an annual total of 13,000,000 would suffice to clear the expenses.

The case of Dent and Co. has been disposed of, the estate taken out of bankruptcy, and placed under the administration

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of Messrs. Turing, Kresser and Lemann. The following is the decision of Chief Justice Smale in the case :—

It having been suggested that further delay may greatly prejudice the interests of the creditors, I accede to their wishes in now giving my decision. I think that the case before me is eminently one in which I should —following the practice of Lord Justice Knight Bruce—impose terms on the parties before me as a condition precedent to the order, possibly an irregular one, which I purpose to make, therefore—

1. Upon the official assignee and his two solicitors expressing themselves to be individually satisfied in respect to their fees, and their costs, charges, and expenses, and respectively declaring that they have no claim against the estate in bankruptcy.

2. And upon counsel for Messrs. Turing, Kresser, and Lemann undertaking for them that upon their becoming trustees respectively under any deed of the bankrupt's estate they will respectively release and indemnify the official assignee in respect of all claims and suits whatsoever.

3. And upon an undertaking by Mr. Dent, for himself and partners, to execute a deed to the purport and effect of the deed which has been produced to the court on their own parts, forthwith as soon as the court in Shanghai shall have annulled the bankruptcy.

4. And upon counsel for all the creditors who have proved, and for the creditors assenting who have not proved, and for the attornies under powers of attorney of such creditors respectively, undertaking respectively for them and their constituents to execute the same deed within one month after the execution of the said deed by the said bankrupts.

5. And upon the said Messrs. Turing, Kresser and Lemann undertaking by their counsel within one year from their being respectively appointed trustees to file copies of their accounts as trustees in this court, and so from time to time, at the end of every year, until all the accounts of the trust shall be closed, with the registrar of this court as of record.

Let this bankruptcy be anulled, with liberty to all persons appearing on this petition to apply to enforce the terms and undertakings aforesaid, and otherwise as they may be advised.

Messrs. Dent and Co.'s affair is thus noticed by the *Daily Press* :—

It is no disrespect to law or lawyers to say that the withdrawal of any great dispute from a court of law for the purpose of settling it by private arrangement is almost always of necessity a good thing. This is pre-eminently the case with such proceedings as those of a colossal bankruptcy, in which the absorption of the assets, whatever they may be, by law expenses, is a clear loss to creditors who are already great sufferers. It is obvious, therefore, that the decision given by the Chief-Justice on Saturday must be satisfactory to the majority of persons interested. It may be that the action of the trustees may yet clash in an embarrassing manner with the jurisdiction of the court in Shanghai, but we are not aware that this is the case; and, at all events, nothing could be more inharmonious than the jurisdiction of the Courts of Shanghai and Hong Kong, so that there will be nothing lost, even if some difficulties do arise. These could not but have arisen in any case. The bankruptcy of Messrs. Dent and Co. has remained so much of a mystery from first to last that it is a subject about which we shrink from saying much. About the broad policy of dealing with it privately, so that the community at large remains now very much in the same state of mind about the whole affair, that it was in when the first rumours of calamity reached this colony, a good deal may be said on both sides. The judge has taken strong ground in declaring that the course he pursued was to save solvent firms from the danger of careless allusions, which might be brought out in evidence. Perhaps the only objection to that argument is that it proves a little too much; and if privacy in law proceedings were to be sanctioned in every case where the evidence might possibly be injurious to third parties, the doors of most law courts would probably be locked during the trial of most civil suits and many criminal prosecutions. In reference to the proceedings in the present momentous case, it can hardly be denied that either one of two very opposite courses would have been preferable to that which has actually been taken. If the affairs of the firm had never come before the court at all, but had at once passed into the hands of trustees, a good deal of entirely useless expenditure and painful delay would have been economised; or if, when they were once thrown into bankruptcy, the court had seen its way to more vigorous and distinct decisions, these could either have been accepted or appealed against in less time than has been wasted.

Mr. N. B. Dennys, the late proprietor of the *China Mail*, an adjudicated bankrupt, appeared to pass his final examination. The Chief Justice put a few questions as to the price paid for the *China Mail*, $28,000, the amounts for which it had been mortgaged, and the price for which it had been finally sold, $12,000. He remarked that it was very evident that the bankrupt's difficulties had been brought about by paying for an article double its value, and by being unskilled in mercantile pursuits, a very necessary qualification he thought for the proprietor of a newspaper to possess. No creditor having appeared to prove, and no one appearing to oppose, the Chief Justice accordingly remarked that he should make no objection to the bankrupt passing. In regard to the final discharge, which was thereupon applied for, the Chief Justice postponed the granting of this for a week, in order to give an opportunity for the arrival of advices from some creditors who were resident in England, and who had been written to, not, however, because of anything that arose in the bankruptcy but merely as a formal matter.

BORNEO.

LABUAN.

The following dated 18th April, is from a correspondent of the *Straits Times* :—

"Labuan was lighted with gas for the first time on the 1st of April. At four P.M. a large number of persons were present at the consecration of the gas factory, when a Te Deum was sung. The guests then proceeded to the Government offices—a platform covered with red cloth had been erected and was occupied by a military band. At half-past four Mr. M., of the I. O. U. Company, ascended the flagstaff with a taper intended to light the lamp, whilst Mr. P., of the same company, turned on the gas, the band playing the national hymn. The music had not ceased until the whole island was lighted up by break of day. Rumour has it that Mr. Morel, of the late Labuan Coal Company, has signed an agreement with the Government to construct two ports, one for coal and the other for trade in general; they will be separated by an immense jetty traversed by railways. The works will cost ten millions of dollars and take three or four years to complete; the first instalment of dollars is expected by the *Mona*, which is hourly expected. This will cause a financial depression, as there is already a superabundance of unemployed capital. There is every chance of Labuan starting a bank, which must flourish if only well managed and conducted on the same principle as the late Coal Company, so characteristic for its candour and straight forwardness."

STRAITS SETTLEMENTS.

SINGAPORE.

Advices hence are to the 9th ultimo. The outward mail of 27th March was received on the 30th April, with telegrams to the 15th April. The *Straits Times* observes :—"The P. and O. steamers are showing themselves extremely punctual under the new contract." The same paper gives the following summary of news :—

The Legislative Council was opened on the 6th May in the Town-hall with the usual ceremonies. A guard of the Madras Sepoys was on the ground, and the usual salute was fired from Fort Canning. Owing to some unlucky accident, two artillerymen were blown away from a 68-pounder during the salute, but there seems to have been no one to blame but the unfortunate men themselves.

The speech of his Excellency the Governor was rather clumsily worded, but very guarded in its tone, and there is apparently nothing to lay hold on by the most inveterate growler. There is not a word more about taxation, and so all the protective associations may as well dissolve themselves at once. Various important papers and draft Acts or rather Ordinances, as they are to be called by Bill in future, were laid before the members.

The Revenue is in a satisfactory condition, if we are to believe the Auditor-General, who declares that during the first nine months of the new administration, that is, up to 31st December, 1867 there was a saving on the Estimates of over $75,000. The public now know all about the Supreme Court Bill, and above all about the wearisome patience-trying Water-Works. If nothing unusual occurs, we may expect to get water within three months from the beginning of this month. This is about as satisfactory as an incredulous thirsty public can expect, and they are bound to be duly thankful accordingly.

It appears that the colony, in the estimation of the authorities, cannot get on without a bishop, and his Grace the Secretary of State wants to know from the Legislative Council what they are prepared to pay for getting one. Considering that the community is nearly all Scotch and German—all stanch Presbyterians—and Roman Catholics who perhaps are larger in number, this proposal is just a little too much for human patience. Why should such tender care be taken of Episcopalian lambs, and the existence of benighted Presbyterians and Roman Catholics be ignored with such cool aristocratic indifference? The salary of a bishop is not a matter of any consequence to the colony, but it is the acting on such a principle which arouses the wrath of any impartial man.

From the Penang papers we learn that the Betel-nut Islanders have formed a branch association for the protection of the interests of the Straits Settlements against gubernatorial crotchets and proclivities. We have heard nothing of the doings of the Singapore Association, but we suppose that they are keeping a sleepless eye on current events, and to that no doubt is owing the colourless insipidity of his Excellency's speech.

Our races came off on the 5th and 7th of May, but as they were rather poor there is no occasion for any remark regarding them.

By the *Arratoon Apcar* we learn that a collision had taken place on the 24th April, about twenty-five miles below Calcutta, between the British ships *Agamennon* and *Ethel*, both homeward bound with valuable cargoes. It appears that whilst being

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rowed down the river they came into collision with each other through the force of an eddy, and both vessels sank almost immediately. The crews were fortunately saved and taken back to Calcutta by three steam tugs.

The following are the more interesting paragraphs in the Governor's speech :—

Gentlemen of the Legislative Council:

In opening the second Legislative session of the Settlements, before proceeding to indicate what are the measures of importance which, either in compliance with the instructions of Her Majesty's Government or in furtherance of the interests of the colony, will be submitted to your consideration, it is right that I should notice such matters of public interest as have occurred during the recess.

You have been already furnished with an abstract of the revenue and expenditure of the Settlements during the nine months ending the 31st December, 1867, the detailed returns will now be laid before you, and you will notice with satisfaction that the expenditure of the Settlements during this period was considerably within the revenue, and that of a sum of about $124,000 directed to be raised by way of loan for certain special objects, upwards of $32,000 was furnished from current revenue, which, with an actual excess of revenue over expenditure of $43,000, makes the entire saving during the nine months over $75,000.

Having given much attention to the manner in which the affairs of the towns are managed under municipal councils composed partly of nominated officials and partly of elected non-official members, I have come to the conclusion that I am called upon to put an end to an arrangement the result of which is unsatisfactory, so far, at least, as the Government participation in its control is concerned. I have expressed my opinion on this point to the municipalities, and have received replies from each of them on which I have made a minute, and I have to invite your consideration to the subject as one of much importance to the interests of the Settlements.

The works for supplying with water the town of Singapore having been a long time in hand, I have called on the colonial engineer for a report on their state, and the causes which have led to this delay. This report which will be laid before you I am glad to say exonerates the existing public works department from any blame in the matter, whilst it holds out a prospect of the early completion of this important work.

By an alteration in the contract for the conveyance of the European mails, the steamers of the Peninsular and Oriental Company have been released from the obligation of touching at Penang. A strong appeal has been made to Her Majesty's Government showing the serious injury which must result to the Settlement if this arrangement be not cancelled, and I am not without hope that this will be conceded, and that we shall be relieved from the necessity of making provision to supply the postal requirements of the Settlements, a measure which would probably entail heavy expense.

The pressure under which trade has suffered of late has had its effect upon some branches of the revenue, but on the whole the financial condition of our affairs is satisfactory. Of course when taxation is raised to so great an extent directly from the people any material change in the number or character of our population would have a serious effect on our revenue, but so long as our present circumstances continue, I think our revenue ought to be sufficient to meet all legitimate demands that can be made upon it.

PENANG.

As might have been anticipated from the active public spirit lately manifested in Penang, the residents in that settlement have lost no time in forming an association there to aid and to act in concert with the "Straits Settlements Associations" already organised in London and Singapore. A preliminary meeting for this purpose was held on the 25th April, at the Exchange-room, and was attended by the following gentlemen :—Messrs. M. F. Davidson, J. Buttery, J. Macfarlane, M. A. Anthony, H. J. D. Padday, L. Nairne, J. Allan, W. C. S. Padday, A. Gentle, C. C. Wiget, S. A. Anthony, C. O. Harbin, H. R. Reid, W. H. Foston, and F. C. Bishop.

The following report is given by the *Penang Gazette* :—The proceedings having been duly opened by the sheriff the meeting proceeded to elect a chairman, and on the proposal of Mr. J. Allan, seconded by Mr. L. Nairne, Mr. M. F. Davidson was unanimously elected to fulfil the important post. Mr. Macfarlane acted as secretary *pro tem.*, in the absence of Mr. B. Rodyk, who had been previously requested and had consented to act in that capacity, but was unavoidably prevented from attending the meeting. The chairman in addressing the meeting briefly stated that all present had met together with the view of forming an association for the purpose of watching over and protecting the commercial and also the general welfare of our island, and to proclaim against any act of local legislature that might prove detrimental to our interests. The Chairman further stated that all present had doubtless heard of the Associations at present formed in London and Singapore for the same praiseworthy motive, and he (the Chairman) trusted that these Associations, in conjunction with our own, would use their best endeavours for furthering the interests of our colony, and be able to successfully resist any pernicious innovations of our ancient rights and privileges.—The following resolutions were then passed :—

"1. That an association be formed this day, to be called the Straits Settlements Association of Penang, to co-operate with the associations already formed in London and Singapore.

"2. That the Association shall consist of all those present at this meeting, and such other gentlemen as are interested in the prosperity of this settlement, and who may desire to join.

"3. That the Association shall elect a chairman, secretary, and a committee of five members, any three of whom, with the chairman and secretary, shall form a quorum, and that the Association shall act through them.

"4. That the committee appointed shall have power to fill up vacancies in this body, subject to the approval of the first general meeting thereafter.

"5. That any necessary expenses shall be defrayed by the association out of a fund subscribed by the members when called upon to do so.

"6. That the following gentlemen do form a committee :—L. Nairne, Esq., J. Allan, Esq., H. Padday, Esq., F. C. Bishop, Esq., and J. Macfarlane, Esq.

"Amendment by Mr. J. Macfarlane, seconded by Mr. C. O. Harbin, that Mr. L. Nairne declining, Mr. A. Gentle be substituted."

After this resolution had been passed, and a vote of thanks returned to the chairman, the meeting separated.

REUTER'S TELEGRAMS.

(RECEIVED VIA GALLE, JUNE 9.)

SHANGHAI, May 9.

The rebels are again threatening Tientsin, and great dulness prevails in consequence.

Advices from Yokohama to the 3rd inst. state that political affairs in Japan were still unsettled.

COMMERCIAL.

Grey shirtings, 6¼ catty, taels 2.80. Cotton, 18 taels Tea: Congou market closed. Silk: Moderate business. Settlements in fortnight, 850 bales; export to date, 55,875 bales. Stock, 200 bales. Exchange on London, 6s.

HONG KONG, May 15.

Grey shirtings, 6¼ catty, $3 10c. Water twist, 16-24, $135. Cotton, $20. The Canton tea market opened $5 above last year. Exchange on London, 4s. 4¼d.

RECEIVED BY THE P AND O. COMPANY VIA KIACHTA JUNE 13.

"SHANGHAI, May 27.

"The steamship *Benares* stranded on Western Island of the Fishermen's Group on the night of the 23rd.

"Mails, passengers, and crew saved.

"Ship and cargo expected to become total loss.

"The *Benares* had on board 385 bales silk and 75,000 taels treasure.

"The *Ellora* left for the wreck this afternoon to render assistance."

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAPEL—At 61, Prince's-square, Bayswater, the wife of Arthur R. Capel, Esq., of a son.

FORBES—On the 11th April, at Shanghai, Mrs. F. B. Forbes, of a daughter.

GOW—On the 10th June, at 25, Palace-gardens-terrace, Kensington, the wife of Niel Gow, Esq., of Forest Creek, Dimboola, Ceylon, of a son.

HARE—On the 12th June, at 62, St. George's-square, the Hon. Mrs. Hugh Hare, of a son.

WEBB—On the 10th June, at 56, Prince's-square, the wife of Edward Webb, of a son.

MARRIAGES.

BRAND—HOLLOWAY.—On the 9th June, at Jesus Church, Enfield, by the Rev. Archdeacon Weir, D.C.L., Robert Brand, Esq., of Shanghai, to Sarah, second daughter of the late William Holloway, Esq., of South Lambeth, Surrey. No cards.

BRODHURST—TRADER.—On the 16th April, at Shanghai, by the Rev. C. H. Butcher, M.A., Captain John Brodhurst, Harbour-master's Department, to Martha Marian, eldest daughter of the late C. B. Trader, Esq., of Woolharra, Sydney, N. S. W.

BURGE—EDGER.—On the 3rd June, at St. Stephen's Church, Hammersmith, by the Right Rev. George Smith, D.D., late Lord Bishop of Victoria, Hong Kong, Dr. Frederick John Burge, of Stowe Lodge, Shepherd's Bush, to Virginia (Nina), eldest daughter of the late Hon. J. F. Edger, Esq., member of the Legislative Council of Hong Kong. No cards.

COTTER—JAMIESON.—On the 8th June, at Highfield Church, Southampton, by the Rev. C. P. Cotter, vicar of Stantonbury, brother of the bridegroom, assisted by the Rev. F. E. Wigram, Samuel Kyle Cotter, Esq., M.B., Army Medical Staff, to Alice, second daughter of Capt. Thomas Jamieson, P. and O. steamer Pera. No cards.

DAVENPORT—ATTENBURROW.—On Thursday, the 11th June, at Somersall Herbert, Derbyshire, by the Rev. J. J. Werge, rector, uncle of the bride, and the Rev. J. Davenport, rector of Welford, brother of the bridegroom, Arthur Davenport, Esq., H.M.'s Consular Service, China, son of the Rev. Charles Davenport, late rector of Welford, to Ellen Jessie, daughter of Henry Clinton Attenburrow, Esq.

GWYTHER—CALLENDER.—On the 28th May, at Union Chapel, Manchester, by the Rev. A. Maclaren, James Gwyther, M.B., younger son of the Rev. James Gwyther, to Lucy Victoria, only surviving daughter of W. R. Callender, Esq., of Didsbury.

HARGREAVES—PLATT.—On the 10th June, at St. Thomas's Church, Werneth, Oldham, by the Rev. F. Dudley Jackson, rector of Heaton Norris, uncle of the bride, assisted by the Rev. T. Ireland, incumbent, John, eldest son of Thomas Hargreaves, Esq., of Oakhurst, near Wigan, to Edith, only child of the late James Platt, Esq., M.P., of Hartford-house, Oldham.

KENNEDY—STOPFORD.—On the 11th June, at the parish church, Daventry, by the Rev. J. M. Collyns, rector, William Robert Kennedy, Commander R.N., to Edith Louisa, only daughter of Captain Edward Stopford, R.N.

SHADGETT—WEBBER.—On the 25th April, at St. John's Cathedral, Victoria, Hong Kong, John Shadgett, Esq., P. and O. Company, to Andie, daughter of the late Samuel Webber, Esq., of St. Tudy, Cornwall. No cards.

SNOWDEN—YOUNGHUSBAND.—On the 17th April, at Shanghai, by the Rev. C. H. Butcher, M.A., John Snowden, youngest son of Walter Robert Snowden, of Bowness, Linlithgow, Scotland, to Cecilia, second daughter of H. Younghusband, Esq., late of Grosvenor-street, London.

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DEATHS.

ALLAN—On the 29th April, very suddenly, at Ayer Rajah, Penang, John George, the infant son of John Allan, Esq., aged 17 months.

BROOKE—On the 11th June, at his residence, Burrator, Devon, Sir James Brooke, K.C.B., Rajah of Sarawak.

RAPP—On the 12th June, at 23, Golden-square, Lizzie Leigh, daughter of Luis F. Rapp, Esq., of Manila, aged one year and eight months.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Up to the date of the departure of the mail no improvement had taken place in the position of commercial affairs. On the day of departure, however, there had been some evidences of renewal of activity, and there was a general opinion that a cessation of the existing political difficulties would not fail to bring about a favourable change in business affairs. Grey shirtings: A few sales for re-export constituted the only business done. For other cotton goods the demand had entirely ceased. Woollens: the only business done had been in Black Camlets, which had sold as high as $18.30, and in the cheaper kinds of black cloth. Blankets: None on the market; the demand continued. No other Woollen Goods were in any enquiry, and quotations must be taken as nominal. Metals remained as quoted in our last, with little doing. We hear of sales of Tin Plates at $8 to 8.50. The quotations were:—Cotton Yarn—Nos. 16 to 24, per picul $41 to 42; 28 to 32, $42 to 44; 38 to 42, $38 to 39. Grey Shirtings—7 lbs. per piece, $2.30 to 2·45; ditto, 8.4 lbs., $2.80 to 2.85; ditto, 8.6 to 8.8 lbs., $2.80 to 2.90; White Shirtings, 56 to 60 reed, per piece, $3.10 to 3.40; ditto, 64 to 66 reed, $3.50 to 3.70; ditto, 68 to 72 reed $3.70 to 4.10. T-Cloths, 6 lbs., $2 to 2.10; ditto, 6.8 to 7 lbs., $2.20 to 2.50; Camlets, S, per piece, $16 to 17; ditto, SS, $15.50 to 16; ditto, SSS, $13 to 14; ditto, BB, $16 to 17; ditto, BBB, $16 to 17; Camlet Cords, $3.75 to 5.25; Orleans Plain, $3.75 to 5; ditto Figured, $4.30 to 5; Iron, Nail Rod, per picul, $3 to 3.50; ditto, Hoop, $4.25 to 4.50; ditto, Bars, $2.75 to 3.50; ditto, pig, $1.30 to 1.50; ditto, Wire, $6.50 to 7; Lead, $7 to 7.75; Tin, $17 to 18.

SHANGHAI.—Cotton Goods: For some time subsequent to the departure of the last mail a quieter feeling pervaded the market for Plain Cottons, consequent upon less favourable advices having been received from Tientsin. Later accounts, however, being of a more hopeful nature, a slight reaction had taken place, and Grey Shirtings, 8¼ lbs., which at one time were quoted Tls. 2.2.4 to 2.2.8 per piece, were at the close valued at Tls. 2.2.5 to 2.3 per piece. Purchases "to arrive" had for the most part ceased. White Shirtings had been in small inquiry at last mail rates. T-Cloths had met with a fair demand, best makes being those in most favour. Fancy Cottons had not been asked for. The Agamemnon (str.) and Forward Ho had arrived from England with cargoes of manufactured goods. Woollens: Spanish Stripes, Medium, Broad, and Habit Cloths had been in a little more inquiry at the low rates current. Camlets had met with but little attention. Long Ells had been in better demand, but values showed no quotable change. Lastings showed no signs of improvement. Figured Orleans had been in speculative inquiry, and large sales had resulted at quotations. Metals:—Nail rod iron had been in fair demand, but other descriptions had not been asked for. Lead had been in small inquiry, and prices had ruled slightly weaker. Tin plates dull of sale at lower value. Quicksilver declined in price. Coals:—Since the 14th April the only arrivals had been 1,025 tons Formosa coals, which sold at Tls. 7.0.0 to 7.5.0 per ton from ship. All other kinds were without transactions, and with the exception of Cardiffs, stocks of all kinds were nil in first hands. The current quotations were as follows:—Grey Shirtings: 7 lbs., 1.9.0 to 1.9.6 per pc.; 8.4 to 8.6 lbs., 2.2.5 to 2.3.0; 9 to 9.12 lbs., 2.7.0 to 3.2.5 White Shirtings: 56 reed, 2.1.0 to 2.2.0; 60, 2.2.5 to 2.3.0; 64, 2.3.5 to 2.4.5; 66, 2.5.0 to 2.5.5; 72, 2.6.5 to 2.7.0; 80 to 84, 3.0.0 to 3.1.0. T-Cloths: 6 lbs., 1.4.5 to 1.9.0; 7 1.8.0 to 2.1.5; 8 to 8.4, 2.3.0 to 2.8.0. Camlets, English: S, 56 yards, 12.7.5 to 13.2.5 per p.; SS, 12.5.0 to 13.0; SSS, 10.5.0 to 11.0. Spanish Stripes: 0.6.0 to 0.7.5 per yard. Iron: Nail Rod, 2.6.0 per pl.; Hoop, 2.4.0 to 2.5.0; Flat and Round, 2.6.0. Lead, 6.5.0 to 6.6.5 per pl. Tin Plates, 5.0.0 per box. Steel, 4.0.0 to 4.5.0 per tub.

HANKOW.—There had been less anxiety evinced on the part of dealers to get into stock until a better inquiry manifested itself for Grey Shirtings, and quotations, which at one time were lower, were firm by last accounts at last mail's rates. White Shirtings had been in fair demand, but rates showed no improvement. For T-Cloths the enquiry had been moderate at last quotations. Grey Drills had been in fair demand at fully previous figures. In Fancy Cottons there had been no change to record. For Camlets the demand had continued limited. Lastings were firm, but the enquiry had been small. Long Ells had been forced off, and prices had consequently further given way. Figured Orleans sold at former low figures.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 30th April:—Cotton Yarn: A good business has been done in this article, principally in Nos. 16 to 24, which are about $2.50 per bale dearer, but other numbers are not much wanted, and sales have been made at a decline about equal to the improvement in Nos. 16 to 24. Stocks have been further increased by late arrivals from London. Piece Goods: Manufactures are still much neglected, and prices generally are a little lower, but there is some inquiry for 7lbs. T-Cloths at last quotations, and holders of best chops 8.4lbs. Grey Shirtings are fairly firm. 40 yard English Drills are wanted for Northern markets, and are again dearer; 30 yard maintain their values, and we can note no change in White Shirtings. A small quantity of American Drills, 40 yard, has been quitted on easier terms. Woollens: Long Ells have further advanced. Spanish Stripes are somewhat weaker. Dutch Camlets rather dearer. Blankets are out of stock, and sales to arrive are reported to have been made at $6.50 per pair—10 lbs. Lastings and English Camlets are without change. Metals: Almost all descriptions continue in demand, and Nail Rod Iron, Wire, Tin, and Lead have advanced in value, particularly Wire and Lead. There is no stock of the latter in first hands. Bar and Hoop Iron, Steel and Tin Plates, are firm at last quotations, but Quicksilver and Spelter are lower. Coal: The only arrival has been one cargo of 560 tons Sydney to consumers. No sales have been reported, and we make no change in our quotations. The quotations were:—Yarn, Nos. 16 to 24, $110 to 122.50 per bale; 28 to 32, $135 to 140; 38 to 42, $140 to 147.50; Cotton Goods, Grey Shirtings, 7 lbs., $2.30 to $2.40 per piece; 8 lb., $2.65 to 2.70; 8.4 lbs., $2.85 to 2.95; 8.8 lbs., $2.95 to 3; 9 lbs., $3.35 to 3.45; 9.4 lbs., $3.50 to 3.55; 9.8 lbs., $3.65 to 3.75; 9.12 lbs., $3.85 to 3.95; 10 lbs., $4.10 to 4.20; White Shirtings, 54 to 60 rd., $2.15 to 2.45; 64 to 66, $2.80 to 3; 68 to 72, $3.15 to 3.75; T-Cloths, 6 to 6.2 lbs., $1.85 to 2; 6.5 to 6.8 lbs., $2 to 2.10; 7 lbs., $2.20 to $2.55; 7.2 lbs., $2.40 to 2.50; 8 lbs., $2.80 to 2.90; 8.4 lbs., $2.90 to 3; 9 to 10 lbs., $3.25 to 3.50; Assorted, $3.90 to 4; Woollens, Long Ells H Scarlet, $8.50 to 8.60; H Assorted, $8.20 to 8.40; HH Scarlet, $8.70 to 8.75; HH Assorted, $8.40 to 8.60; Spanish Stripes, Scarlet, $0.80 to 0.85 per yard; Assorted, $0.78 to 0.83; Blankets, 10lb., $5.75 to 6.25 per pair; 7lb., $3.80 to 4.00; Metals, Iron, Nail-rod, $2.95 to 3.10 per picul; Square, Round and Flat bar, $3.20 to 4.40; Hoop, $3.40 to 3.60; Wire, $8.50 to 9.50; Steel, $4.20 to 5.80 per tub; Lead, $8.70 to 9.00 per picul; WB, $9.20 to 9.50; Tin, Malacca, $24.50 to 25.00; Straits, $20,50 to 22.75; Tin Plates, $7.10 to 7.60 per box; Quicksilver, $64.00 to 65.00 per picul.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—During the short period that had elapsed since the last dispatch a very moderate business had been done; about 600 piculs had been settled, consisting of Good Medium to Fine Grades; prices ruled the same as last quoted, and the market closed without any change. Arrivals had increased stocks to about 1,000 piculs. The Rifleman sailed on the 15th April with 333,291 lbs. for New York. Quotations:—Common, $18 to 22 per picul; Good Common, $22 to 24; Medium, $24 to 26; Good Medium, $27 to 30; Fine, $31 to 32; Finest, $33 to 35; Choice, $36 to 45.

SHANGHAI.—Black: There was no stock remaining, and consequently no business had to be noted. It is too early yet to speculate on the prospects of the coming season, and experience would show that the opinions of the natives at this stage of the proceedings are of little value. Green: The small stocks previously existing had been cleared off at unaltered prices; consisting principally of Shanghai-packed teas, at prices ranging from Tls. 24½ to 30. One chop of common country tea had been purchased at Tls. 30 per picul. There was no stock remaining.

HANKOW.—The arrangements for the new Teas were nearly completed. It is stated that the amount of capital engaged in the trade is larger than that employed last year. The total number of hongs is less, the deficiency being in the inferior districts of Oopack and Oonam, while in some of the favourite countries the number is in excess of last season. Quotations were merely nominal, and there was no stock on hand.

FOOCHOW.—No transactions had taken place either at this port or at Kiukiang.

SILK.

YOKOHAMA.—Supplies had been on a miserable scale, and quite insufficient to keep business current. Available qualities had been taken at about the same rates as before quoted. The Silks arriving had been in large proportion from the Oshu and Northern districts, and it would appear that the communication with Mybash, Sinchu, and Shimonita is more and more interfered with by the disturbed state of the country. Settlements, including 206 bales, which went forward per M. I. str. Phase, amount to about 400 bales. The stocks were estimated to amount to about 400 bales. The quotations (laid down in London, all charges included at exchange 4s. 4d. six months sight) were as follows:—Mybash, Sinchu, &c., 1, 2, 34s. 10d. to 35s. 10d.; ditto, 1, 2 and 3, 32s. 1d. to 33s. 11d.; ditto, 2, 3 and 4, 28s. 5d. to 31s. 2d.; ditto Inferior, 25s. 7d. to 27s. 10d.; Oshu Best, 33s. to 36s. 2d.; ditto Medium, 28s. 5d. to 31s. 2d.; ditto Inferior, 24s. 11d. to 26s. 9d.; Coshu 1, 2 nom., 31s. 2d. to 32s. 3d.; ditto Medium, 27s. 6d. to 30s. 5d.; ditto Inferior, 23s. 9d. to 26s. 7d.; Sodai 1, 2, 27s. 6d. to 31s. 2d.; ditto Inferior, 23s. 9d. to 25s. 7d.

SHANGHAI.—There was no alteration to notice, prices remaining unaltered, and purchases having been restricted to a very small compass. The mulberry trees being backward there was every probability that the new Silk would be rather later than usual, and it is to be feared that prices will open quite as high as last year, if the high rates at which contracts were reported to have been made for leaves are any criterion. The last P. and O. str. left on the 16th April with 491 bales Chinas and 216 Japans for England, and 96 and 394 bales for France, the P.M. str. Costa Rica, on the 17th April, with 4 bales Chinas, piculs 2.35, for New York, and the Messageries Impériales steamer, on the 22nd April, with 79 bales Chinas (7 bales of which were for New York) and 155 bales Japans for France, and 129 and 51 for England.

CANTON.—There were no settlements to advise, and no change to note in prices. Dealers, although willing to sell, could not be induced to accept the offers made them. Reports from the country were not so favourable for the new crop, rains and cold weather having, it was said, destroyed a large part of the first yield. It was impossible to form any idea of the quality of the coming supplies. We give the following quotations, which show no alteration from those of last mail:—Tsatlee, No. 1, $500 to 510 per picul; Tsatlee, No. 2, $470 to 475; Loongkong, $500 to 510; Re-reeled Cumchook, $530 to 545.

EXPORT OF TEA AND SILK, SEASON 1867-68.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales &Cases
From June 1 to March 31, 1868	1059770	56147975	44981433		13650583	115839759	58101
Corresponding period last season	919887	54865250	47546475		12409163	115781775	4678

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Shipments Since;

Apr. 12	per Magellan	From Shanghai	...	549,823	
— 22	... China (ml. str.)	... Do, &c.	...	—	1,319
— 27	... Imperatrice (fr. ml. str.)	... Do.	...	...	412
— 30	... Malta (ml. str.)	... Do.	...	...	318

TO UNITED STATES.

From June 1 to March 31, 1868 ...	32505534	Pcls. 1193
Corresponding period last season ...	32267639	519

Shipments Since;

Apr. 2	per St. Dunstan	From Yokohama	...	448,878
— 9	... Mathilde	... Canton	...	114,934
— 15	... Rifleman	... Yokohama	...	333,291
— 17	... Costa Rica	... Shanghai	...	2,078
— 19	... Tavistock	... Do.	...	655,257

TO THE CONTINENT.

From June 1 to March 31, 1868 ...	1425456	Bales. —
Corresponding period last season ...	1676397	—

Shipments Since; None.

TO AUSTRALIA.

From June 1 to March 31, 1868	12,050,083 lbs.
Corresponding period last year	10,787,798

Shipments Since; None.

LIST OF SILK SHIPPERS.

To Southampton and Marseilles, from June 1, 1867, to April 22, 1868.

Adamson, W. R. & Co. ...	1,268	Nachtrieb, A. & Co. ...	35
Barnet, Geo., & Co. ...	1,234	Olyphant & Co.	—
Birley, Worthington, & Co.	343	Overweg & Co.	751
Borneo Co. (Limited) ...	—	Petrocochino & Co. ...	497
Bourjau, Hubener, & Co.	351	Pustau, Wm., & Co. ...	748
Bovet Bros. & Co. ...	669	Primrose & Co.	900
Bower, Hanbury, & Co. ...	4,073	Reiss & Co.	641
Bradwell, Bloor, & Co. ...	—	Reme & Co.	83
Brand, Monro, & Co. ...	3,236	Rothwell, Love, & Co. ...	10
Carter & Co.	2,186	Russell & Co.	1,723
Chapman, King, & Co. ...	418	Sassoon, David, Sons, & Co.	1,075
Coutts & Co.	43	Scheibler Matthai & Co.	1,286
Cumine & Co.	483	Shaw Bros. & Co.	674
Dow & Co.	670	Siemssen & Co.	474
Gamwell, F. R.	865	Skeggs & Co.	1,695
Gibb, Livingston, & Co. ...	1,330	Smith, J. M., & Co. ...	89
Gilman & Co.	1,611	Textor & Co.	1,840
Glover & Co.	63	Theric & Co.	70
Gutschow & Co.	329	Thorne, Bros., & Co. ...	371
Heard, Augustine, & Co. ...	581	Trautmann & Co.	160
Hogg Bros.	1,165	Turner & Co.	145
Holdsworth, E.	10	Wilkinson, Alfred, & Co. ...	449
Holliday, Wise, & Co. ...	101	White, F. G.	112
Jardine, Matheson, & Co. ...	2,009	Miscellaneous	4,393
Jarvie, John, & Co. ...	653		
Meynard & Co.	123	Total bales	53,030
Milsom & Tod	1,307		

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 3¾d.	4s. 4¼d.	4s. 4¼d.
Shanghai ,, ,, ...	6s. 0d.	6s. 0¼d.	6s. 0⅜d.
Canton ,, ,,	4s. 4d.	4s. 4¼d.	4s. 5d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 4d.	4s. 4¼d.	4s. 4¼d.
Manila ,, ,, ...	4s. 4¼d.	4s. 4½d.	4s. 4½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India (Rupees)	300½ to 301½	217 to 219
,, Hong Kong	28 dis.	—
Bar silver	111·2	1½ prem.
Mexican dollars	74·8	⅛ prem.

Bons, at Yokohama, 285 to 287 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 3; Old, 16 per cent. premium.
China Gas Company, 40 dols. per share.
Hong Kong and Whampoa Dock, New, 7; Old, 15 per cent. premium.
Union Dock Company, 10 per cent. discount.
China Traders' Insurance, 160 dols. premium.
Hotel shares, 32½ per cent. discount.
Hong Kong and Macao Steamboat Company, 2 per cent. prem.

For later quotations see telegrams in another column.

A TELEGRAM from Alexandria states that an English company has made a proposal to the Egyptian Government to construct breakwater docks at that port. The time for the completion of the work is fixed at five years, after which it will be at the option of the Viceroy to purchase the docks for £15,000, payable in ten annual instalments.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, April 8, Recife.

At SHANGHAI.—From London, April 23, Dilkoosh; from Liverpool, Forward Ho. At London (reported by telegram), May 11, Lennox Castle, Gossamer; do. from Cardiff, Geo. Avery, Robin Hood.

At HONG KONG and CANTON.—From London, April 25, Black Prince; 26, Wemyss Castle; from Hamburg, 22, Batavia; from Bremen, 24, Cornelia; from Callao, 23, Providenza; from Liverpool (reported by telegram), May 15, Matura.

At SINGAPORE.—From London, April 26, Bell of Southesk; from Glasgow, May 4, Huntley Castle; 8, Albion; from Sunderland, April 29, Queen's Own; from Queenstown, May 5, Patriot Queen; from Cardiff, Japan; from Newport, 7, Cyclone, Thusnelda; from Rotterdam, 5, Ineborg.

DEPARTURES.

From YOKOHAMA.—For England (via Hong Kong, &c.), April 14, H.M.'s str. Tamar; for New York, 15, Rifleman.

From SHANGHAI.—For London, April 19, Tavistock.

From HONG KONG and CANTON.—For England, April 24, H.M.'s str. Tamar.

From SINGAPORE.—For London, May 1, Anne Dymes.

From PENANG.—For London, May 2, Salado; for Boston, 1, Humboldt.

VESSELS LOADING.

At YOKOHAMA.—None.

At SHANGHAI.—None.

At HONG KONG and CANTON.—For New York, Jane Woodburn.

At SINGAPORE.—For London, Belle of Southesk. For Liverpool, Maraquita. For New York, Benares. For Boston, Gladiator.

At PENANG.—For London, Ceylon.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel loading either for England or United States.

At SHANGHAI.—For London there is no vessel on the berth for Europe or America. Rates for coasting show a slight improvement.

At HONG KONG.—Tonnage continues scarce, and rates remain firm. The following is only home charters:—Jane Woodburn (299 tons), Canton to New York, £3 12s. per ton of 40 cubic feet. £5 has been offered to and refused by a tea clipper to load at Manila; for a direct port to Saigon and back the rate is 37½ cwts. per picul.

At SINGAPORE.—Tonnage is scarce, and a good demand exists for China, while rates for home are firmer; there is also some inquiry for vessels to load home from Bangkok with rice. To London the rate is £3. 5s. per ton dead weight and light freight.

At PENANG.—The Ceylon, 265 tons, has been fixed at £3 5s. for tin and pepper, £3 10s. for hides and rubber, and £4 for measurement, and has a large portion of her cargo engaged.

SHIPS' REPORTS.

HONG KONG.

The British ship Black Prince, from London December 31st, reports having discharged pilot on January 1st at Portland, and had afterwards a strong N.E. gale for four days, and then light airs and calms, five days of the latter off Madeira. Had moderate N.E. trades, crossing the Equator on the 25th January in lon. 24.25 West; 25 days out. The S.E. trades expesienced were moderate, and the weather to the Cape of Good Hope was also light. Crossed the meridian of the Cape on February 18th in lat. 41.51 south, 49 days. Had strong easterly gales from this point until passing St. Pauls, when had light and variable winds until sighting Java Head on the 26th March; 86 days out. Was clear of the Straits of Sunda on the 30th March, and reached Gaspar Straits on the 2nd April, having light airs and calms, which continued until arrival at 7 P.M., on the 25th instant, 116 days out. Spoke on the 4th April, in Gaspar Straits, the British schooner-rigged steamer Ashunta, from London to Nagasaki, 136 days out (under sail). On the 8th April in lat. 0.24 south, and lon. 107.45 east, the British barque Monkchester, Macao to London, 13 days out.

The British ship Wemyss Castle, which left London on the 28th December, and the Downs on the 29th of the same month, reports having had light and variable winds in the Channel, and one heavy south-easterly gale in the Bay of Biscay; afterwards had light south-east trades to the Equator, which was passed on the 26th January in lon. 28.31. W; 29 days out. Towards the south had light south-east trades and fair weather, crossing the meridian of the Cape of Good Hope on the 22nd February, in lat. 39 S.; 56 days out. From this point to St. Paul's had moderate and fresh weather, and afterwards very light S.E. trade. Sighted Java Head on the 29th of March, 82 days out, and was clear of the Straits of Sunda on the 2nd April. Reached Gaspar Straits on the 6th April, and afterwards had light S.E. winds and calms up the China Sea until arrival; 120 days out. Spoke off Java Head on the 29th March the barque Parana, Yokohama to London, 39 days out; in Gaspar Straits on the 8th April, the British barque Monkchester, Macao to London, 15 days out; same place and date, the American ship Windward, bound north; on the 20th April, off Cape Padaran, the ship Considius (?), Bangkok to Hong Kong.

The North German barque Batavia, which left Hamburg on the 14th November, reports having experienced moderate winds and light north east trades to the Line, which was crossed on the 22nd December in lon. 22.50 W. Had fresh S.E. trades to the Cape of Good Hope, the meridian of which was passed on the 20th January. The weather continued fine after passing the Cape; sighted St. Paul's Island on the 7th February, and had moderate weather to Sandalwood Island, March 1. Passed through Ombay passage on the 25th March, having calms and strong current to the S.E. (about 4 knots). Was through Gillolo and Pitts passage on the 7th April, and had fine strong breeze from the E.N.E. and N.E. in the China sea until arrival on the 22nd. Spoke on the 27th January in lat. 40.18S., and lon. 42.52E., the American ship Nasutan, Boston to Hong Kong,

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84 days out. February 21st, in lat. 18·56 S., lon. 111·53 East, the Dutch barque Ablasserowaard, Newcastle to Yokohoma, 99 days out. From March 8th to 17th, in the Ombay passage, the following ships—British schooner Bolivar, Rio de Janiero to Yokohama, 76 days out; British ship Forward Ho, Liverpool to Shanghai, 87 days out; British ship Gossamer, London to Shanghai, 96 days out; British ship Lord Macauley, Cardiff to Hong Kong; British ship Westminster, Liverpool to Yokohama, 124 days out; Hamburg barque Tonij, Cardiff to Shanghai, 107 days out; American ship Mary Goodall, Baltimore to Yokohama, 120 days out; on the 3rd of April, in ¼ N. lat. 129·20 E. long., Dutch schooner Amelia, Amsterdam to Yokohama, 135 days out.

H.M.'s gunboat Algerine, which left Hong Kong on the 15th of April to search the Pratas Shoal for the remains of a supposed wreck, returned on the 19th without finding any trace of the reported vessel. There was nothing on the shoal but a small Joss house, which is visited occasionally by Chinese, and one or two small fishing boats.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
Mar. 26	Gerard Ptr. Servatius	Batavia	Amsterdam
April 1	Cecilie	Singapore	Gibraltar
— 2	Casimir Delavinge	Saigon	Belle Isle
— —	Narciss	Singapore	New York
— —	G.K.Grf.v.Hogendorp	Singapore	Bremen
— 3	Feliz	Manila	Liverpool
— —	Falke	Newcastle	Bangkok
— —	Min	London	Shanghai
— —	Arthur	Copenhagen	—
— 4	Fop Smit	Amsterdam	Batavia
— 5	Mercator	Cardiff	Shanghai
— —	India	Monte Video	Batavia
— —	Lennox Castle	London	Shanghai
— —	Signe	Copenhagen	Amur River
— 7	Anne Main	Singapore	Boston
— 9	Isaure	Singapore	Mauritius
— —	Fray Bentos	Macao	Peru
— —	Neuhof	Bangkok	Falmouth
— 11	Guantanamo	Macao	Havana
— 12	Boanerges	Sourabaya	Amsterdam
— —	County of Bute	Sourabaya	Rotterdam
— —	Jane Spiers	Samarang	Sydney
— 14	Chusan	London	Hong Kong
— —	Burdwan	London	Shanghai
— —	Montrose	Cardiff	Hong Kong
— 15	Bastiaan Pot	Batavia	Dordrecht
— 16	Titania	London	Shanghai
— —	Peter Denny	London	Hong Hong
— 17	Urich Toby	New York	Yokohama
— —	Jungfrauw	London	Japan
— —	Crnls. Wer. Eduard	Batavia	Rotterdam
— —	Helena Henriette	Amsterdam	Samarang
— —	Andreas	Shanghai	London
— —	Cinco Hermanos	Liverpool	Manila
— —	Chancellor	Newport	Singapore
— —	St. Maumie	Cape of G. Hope	Hong Kong
— 19	Argo	Holland	Batavia
— —	Parmenio	London	Japan
— —	City of Perth	Glasgow	Batavia
— —	Erasmus	Rotterdam	Singapore
— —	Hermann Queen	Hamburg	Hong Kong
— 20	Jozefitay Almira	Havana	Hong Kong
— —	Wyk Aan Zee	Amsterdam	Batavia
— —	Friesland	Hamburg	Batavia
— —	Maarten v. Rossem	Rotterdam	Batavia
— —	Baltimore	Cardiff	Singapore
— —	Sante Maria	Cadiz	Manila
— 21	Preciosa	Cardiff	Shanghai
— —	Catharina	Cronstad	Amur River
— —	Jurgen	Cronstad	Amur River
— —	Zingra	Cardiff	Yokohama
— 23	Goede Verwachting	Amsterdam	Batavia
— 24	Onward	Hong Kong	Melbourne

THE PENANG MAIL SERVICE.

Mr. Baring, M.P., has brought the matter of the Penang Mail Service to the notice of the House of Commons by asking the following question:—Whether the Post-office Department contemplated the renewal of the direct postal communication by steam-packets with Penang, which that settlement had enjoyed for the last twenty-two years; and, if so, what were the measures to be adopted?

Mr. Sclater Booth, of the Treasury, said that this subject had been for some time under the consideration of the Post-office authorities, but he was unable to state whether they had arrived at any decision on the subject. The matter was still under their consideration, and perhaps his hon. friend would repeat his question on a future day.

The Straits Association have prepared and issued a pamphlet on the case, showing the injustice of omitting Penang in the new mail service, and it is intended to bring the matter forward again in the House, in order that the case may be impressed on the Postmaster-General.

AMERICAN advices announce the arrival of Mr. BURLINGHAME and suite at New York. Before leaving San Francisco they were entertained at a splendid banquet.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 31, at New York, from Nagasaki, Belle; June 2, from Padang, Strathmore.

DEPARTURES.—June 7, from Shields, for Hong Kong, Stanley.

LAID ON.—At Liverpool, for Singapore, Peter; at Greenock, for Singapore, Varuna.

SPOKEN.—Charger, Liverpool to Shanghai, April 17, on the line.

FRENCH MAIL SUBSIDIES.

THE following letter, addressed to the Editor of *The Times*, relates to the course of the French Government in taxing the nation to pay heavy subsidies for mail services to countries where there is no *bona fide* French trade; it has especial reference to the new contract with the Messageries Imperiales:—

"Sir,—Struck with the force of the observations which appeared in the City article of *The Times* of the 9th inst., on the subject of the contract about to be submitted to the Chamber of Deputies for the establishment of a French line of mail steamers in the South Pacific, with a subsidy of three times the mileage rate paid by our own Government for a similar service, I am induced to offer a few remarks on a *projet de loi* also to come before the Chamber shortly for an extension of the mail services in the East now carried on by the company of the Messageries Impériales, this proposed extension of operations being marked by the same difference which distinguishes the action of the French Government from that of our own in the West—namely, the grant of a subsidy greatly in excess of that payable to the English company for performing identical work.

"Assuming that the experience of many years has enabled the English Government and the English steam companies to arrive at a fair estimate of the amount of subsidy necessary for the support of a particular mail line, it is not easy to discover the grounds on which the French companies require, and the French Government are found as willing to grant, subsidies so greatly in excess of what may be looked upon to some extent as an ascertained standard.

"The Messageries Company were at much pains to explain to their shareholders and the public, in some of their early reports, that the Peninsular and Oriental Company received for their first mail contract with the East a much higher rate of subsidy than that for which they were able to perform the mail services of a later period, and that for this reason it had been arranged that the French contract should work on a graduated scale and a diminishing rate of subsidy during the twenty-four years of its duration. The argument was not, however, illustrated by a comparison of figures, for reasons which will be presently obvious.

"When the Peninsular and Oriental Company, in 1842 and 1843, pushed the pioneer force of their fleet into the Indian Ocean success was altogether problematical, but they created and developed a trade which expanded in a few years into very important and unexpected dimensions. Great establishments proper to steam navigation sprang up at Calcutta, Hong Kong, and Bombay, while places such as Suez, Aden, Point de Galle and Singapore grew into busy stations, each infusing life and activity into the other by means of the communication kept up, and the support afforded by the large fleet of steamships running at fixed and frequent intervals between the Far East and the terminal ports of Marseilles and Southampton.

"It was only natural that the managers of a powerful and enterprising institution such as the company of the Messageries Impériales should cast a longing eye upon a trade flowing in and out of their own port of Marseilles. They had their line of steamers to Alexandria, and they saw beyond Suez not the unexplored commercial regions into which the Peninsular and Oriental Company ventured eighteen years before, but a fertile and cultivated district, the soil of which (if the word may pass) had been won and reclaimed by the power of steam; produce and passengers were passing to and fro on the high roads laid down by the English company but the soil and the highways were equally open to the French company they had but to send their ships and set up their own agencies and stations to reap a share of the harvest.

"They consequently adopted a course not altogether consistent with existing circumstances, in going before their Government in the garb and character of pioneers, saying, give us the pay of pioneers for a long term of years, lend us State capital, promise to take our stock in trade off our hands if you go to war and damage our business, and we will go forth and try to make a commerce with the East.

"Their application was entirely successful. They obtained a contract for twenty-four years; the rate of subsidy for the first term of three years was 19s. 8d., the average rate for the whole term was 15s. 8d. per mile. The rate of subsidy for the first or tentative contract of eight years with the Peninsular and Oriental Company was 17s. 1d.; for the last sixteen years it has been under 6s., and for the next twelve years it will range between 6s. 1d. and 7s. 8d.

"In their present application to their Government for a contract for an increased service the Messageries Company still stipulate for a subsidy greatly in excess of that payable to the English company, and the excess they are to receive must be regarded as so much money liberated from the ordinary requirements of their business, and available as a fund wherewith to play a most unequal game in competing for the traffic by which each company must mainly subsist.

"The French company claim equality with the English in the matter of the speed and accommodation of their steamers, and they do not urge that their expenses exceed those of the English, but the demand for such a great excess of subsidy above that which satisfies the English contractors implies either a consciousness of inferiority in some respect or a desire to win the race at the cost of the tax-payer.

"The English Government are, to the extent of the difference between the minimum and maximum of the subsidy—namely, 1s. 6d. per mile—partners with the Peninsular and Oriental Company in the new contract just commenced, and this circumstance invests the proceedings of the French Government and the Messageries Company with a national interest they would not otherwise possess.—I am, Sir, your obedient servant,

"W."

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THE SUEZ CANAL COMPANY.

M. de Lesseps has met his shareholders once more in Paris, and laid before them the reports and accounts for the past year, together with statements relative to the actual condition of affairs at the present moment. Like almost all official documents, and especially French documents, the report is unnecessarily long, the same statements cropping up in more than one place. Those parts of it which interest English readers may be given in very moderate compass.

With respect to the financial statement it appears that the total expenditure to the end of April last amounted to 288 millions of francs, and the receipts from all sources to 346 millions, leaving a balance in hand of 58 millions. The emission of 333,333 debentures at 300 francs each, repayable in fifty years at the rate of 500 francs, with a yearly interest of 25 francs each, has resulted in the placing of only 108,393 to the present time. This would not generally be looked upon as very gratifying, but M. de Lesseps speaks of it "as a satisfactory result, showing the legitimate confidence which the undertaking inspires, and the sympathy which it receives." The Emperor has permitted the society to adopt the lottery principle for the placement of the remaining obligations.

The great canal is positively to be opened on the first day of October, 1869. About that neither M. de Lesseps nor any of the engineers and contractors have the slightest doubt, and, we must add, taking the figures and statements as we find them in the report, we see no reason, unless cash should run short, why time should not be kept. It is true that there is an immense deal of work to be done, thirty-two millions of tons of earth, dry and wet, to be excavated, out of a total of seventy-four millions; but, according to the statement of the engineers, the means now in action are equal to the excavation of two million tons per month. The business at Port Said and the results of the transit on the canal present a highly satisfactory appearance, and we heartily congratulate the company thereupon. The following are the figures from the report:—

Movement in the port during the ten months ending the 15th of April, 1868, 1,000 vessels, with an aggregate of 232,072 tons, of which 89,417 tons French, or an average of 725 tons per day, against 406 during the previous year.

Receipts for transit on the canal:—			Francs.
1867	1st quarter	... ...	255,149
„	2nd do.	... ...	262,754
„	3rd do.	... ...	300,321
„	4th do.	... ...	474,597
1868	1st do.	... ...	544,961

The tonnage having increased from 9,417 tons in the first half of 1867 to 29,420 tons in the first four months of 1868; and the passengers from 46,814 in the year 1867, to 15,486 in the first four months of 1868.

Twelve thousand tons of coal have been carried along the canal from Port Said to Suez this year for the French and English Navigation Companies, and we are told by the report that the price at Suez has dropped from 85 to 100f. to 60 and 70f. the ton.

The report, speaking of the arrangements at Port Said and the capabilities of the canal, says that the cargo of the *Cromwell*, consisting of 53,000 bales and cases, was transported from that port to Suez between the evening of the 19th of March and the morning of the 24th of the same month.

FRAUDS IN SILKWORMS' EGGS.

The Florence correspondent of *The Times* writes as follows:—

"You are aware that of late years there has been a very large importation of silkworms' eggs from Japan to Italy, with a view to repairing the ravages of disease among the worms in this country. To a considerable extent the plan has proved successful, although the descendants of the Japanese by no means invariably escape—at least, in the second and third generation—the mysterious affliction which has long played such havoc with one of the most important and lucrative of Italian productions. Latterly, complaints have been heard even of the eggs imported direct from Japan. To all appearance they were of good quality, but it seemed they were not proof against the prevailing epidemic. A circular that has just been addressed to the presidents of agricultural committees by the Minister of Agriculture and Commerce accounts otherwise for the deterioration. A system of fraud has been detected. The Minister declares it to have come to his knowledge that a great number of cases containing empty papers of the kind in which the Japanese eggs are usually sent have been received by a Milan house. These papers are duly stamped and inscribed in Japanese; they bear the Custom-house mark usually put on them at Yedo on their way to the Yokohama market. The Minister declares it beyond a doubt that these papers were intended to receive Italian eggs, which would be sold to the public as genuine Japanese—thus discrediting the only eggs on which is now based a hope of reviving sericulture in this country. The discovery appears to have been due to the refusal of certain Japanese houses to submit their papers of eggs to the inspection and stamp of the Italian agents and consuls in Japan. The Minister promises great vigilance to defeat these frauds, for, he adds, he has reason to believe that other persons are on the alert to follow the example of the Milan house above alluded to. According to an official publication in 1863, the total value of the cocoons produced in the provinces which now compose the kingdom of Italy was upwards of four millions sterling. To obtain this there had been imported 56,129 kilogrammes of eggs, at a cost of 24 millions of francs, or nearly a million sterling."

THE RUSSIANS IN CENTRAL ASIA.

It appears there was little exaggeration in the report originally transmitted from Bombay, which announced a great battle between the Bokharians and the Russians, resulting in the victory of the Russians, and the death of the Emir of Bokhara in the field. Official information from St. Petersburg confirms this despatch in all but one particular. It is not said that the Emir was killed, but it is authentically stated that the Russians did advance to Samarcand, that they engaged, on the 2nd of last month, a Bokharian army 80,000 strong, utterly routed it, with slight loss to themselves, captured the enemy's artillery and camp, and, finally, occupied Samarcand without resistance. It is further stated that the hostilities were forced upon the Russians by the "bad faith" of the Emir, and that the ground they thus gained was gained entirely against their will. It would be of little avail to question the sincerity of these representations, but in common candour we may remark that the case alleged for the Russians is precisely such as we times out of mind have alleged for ourselves. We have always declared that our conquests in India were forced upon us, for the most part, by political necessity. We have charged one native Prince after another with "bad faith," and we have expected the world to believe us. In short, what, according to the Russian account, has now happened to them in Central Asia is simply what, beyond all question, has repeatedly happened to ourselves in India. This, however, is a point of no practical importance. The Russians, involuntarily or by design, have made, we must presume, a stride in advance. Whether they have occupied Bokhara as well as Samarcand seems uncertain, nor can we exactly say what amount of actual advantage, strategical or political, the victory may represent. Possibly they find they have too much upon their hands, but, upon the whole, we may reasonably suppose that they have taken one step more towards that supremacy in Central Asia at which they are believed to aim, and which we have been taught to regard with alarm. This undoubtedly is the light in which the case will be viewed in India, and the whole unmanageable and insoluble question of our policy in this respect will be raised once more. We trust it will be allowed once more to drop. It would be impossible for any one to prove that the Russians have no designs upon British India, though it cannot be unreasonable to imagine that there is room enough in Asia for both us and them. We cannot even say whether they are advancing with any set purpose or deliberate intent towards our frontier; but what we can say is, that if they should so advance it is not by any means certain they would be bad neighbours to us, and that if they are to be bad neighbours, we cannot mend the matter by advancing to meet them.

COURT OF BANKRUPTCY.

IN RE GEORGE LYALL.

This was an application for an order of discharge by the bankrupt, who was a merchant carrying on business at 13, Leadenhall-street, in copartnership with C. F. Still, under the firm of Lyall and Still, and also at Hong Kong, and elsewhere in the East, in partnership with C. F. Still and G. F. Maclean. Mr. Bagley was counsel for the assignees; Mr. Reed and Mr. Finlay Knight opposed on behalf of Mr. Liebert, of Manchester, a large creditor; Mr. Sargood supported the bankrupt.

The assignees did not oppose; but on behalf of Mr. Liebert, whose debt amounts to £40,000, the application for discharge was resisted, mainly on the ground that the bankrupt had contracted debts without reasonable expectation of making payment. It appeared that the bankrupt joined Messrs. Still and Maclean in partnership in 1863. They were engaged in the tea trade, and their transactions were of considerable magnitude. In 1865 a deficiency of £65,000 had accrued which in 1866 had increased to £141,477; the actual deficiency at the time of the bankruptcy being £143,300. It was urged that the bankrupt had supported a failing trade by gradually increasing his purchases, and that he had continued his business much longer than he ought to have done. Goods of considerable value were received by the bankrupt from Mr. Liebert and consigned to Mr. Maclean, at Hong Kong, advances being obtained upon them from time to time from the banks. A mass of correspondence between the bankrupt and Mr. Maclean was put in, in order to show that the firm was in embarrassed circumstances long before the failure occurred, and reference was particularly made to a letter written by Mr. Maclean in October, 1866, in which, alluding to the difficulties of the firm, he said, "mail after mail they have been getting worse and worse, and I am now at the climax, and I confess I do not see any way out of them, except by some desperate measure."

The case stands adjourned.

MISCELLANEOUS.

THE MONT CENIS LINE.—The *Times* correspondent at Florence writes—"At the time of the trial trip over the Mont Cenis, it was definitely settled by the directors there present that the line should be opened for passenger traffic on the 8th inst., and the decision was telegraphed on the 23rd of May from St. Michel to Paris and other places. By a letter which reached me yesterday from St. Michel I learn that owing to no final arrangement having yet been come to with the Paris, Lyons, and Mediterranean Railway on the one hand, and the Alta Italia Railway on the other, with respect to the correspondence of trains and the establishment of a joint time-table, the opening of the Mont Cenis line has unavoidably been again for a few days postponed. A telegram from the Paris direction, received here subsequently to my letter, says that the 15th will be the day. Meanwhile a number of persons have been across by trial and

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special trains, and all those of whom I have heard the report express themselves delighted with the trip. I yesterday saw a letter from a French engineer, who crossed a week ago in five hours by one of the last trial trains, on his way from Florence to Paris, and who had previously expressed himself with some distrust as to the merits of the line. He seems now at a loss for words sufficiently eulogistic to express his opinion of its security, comfort, and perfect success."

STEAM SHIPBUILDING ON THE CLYDE.—Messrs. W. Denny and Brothers, of Leven, have launched an iron screw, named the *Abyssinia*, built for the British India Steam Navigation Company. The dimensions of the *Abyssinia* are 240ft. 6in. by 30ft. and 19ft. Her burden is 1,065 tons, builders' measurement, and she will be supplied by Messrs. Denny and Co. with direct-acting surface condensing engines of 200-horse power nominal. Messrs. Wingate and Co. have launched from their yard at Whiteinch a screw of 187 tons builders' measurement, named the *Celt*, 100ft. by 20ft. and 10ft., and fitted with engines of 30-horse power nominal. This small steamer has been built to the order of Mr. J. B. Sheriff, of Glasgow, and is intended for the West Highland trade. Messrs. Randolph, Elder and Co. have launched from their yard at Fairfield, Glasgow, a screw-steamer of 1,339 tons, builders' measurement, and 250-horse power nominal. This steamer, which has been named the *Biafra*, is of the following dimensions:—Length over all, 285ft. 6in.; breadth, 32ft.; depth (moulded), 20ft. 9in. The *Biafra* has been built for the African Steamship Company, and is intended for carrying mails to the West Coast of Africa. Her engines, which are being supplied by Messrs. Randolph, Elder and Co., are on their patent compound high and low pressure principle, with surface condensers. Messrs. Blackwood and Gordon have launched a paddle named *The Lady Mary*, intended to be used for passenger traffic between Ardrossan and Arran. This steamer has been built to the order of the Duke of Hamilton for the convenience of his tenants in Arran and summer visitors resorting thither. Her dimensions are:—Length, 173ft.; breadth, 20ft.; depth, 8ft. 6in. She will be fitted with oscillating engines of 110-horse power.

A USE FOR CHINESE "TAILS."—A correspondent writing from Paris tells the following story:—"I was in a hairdresser's shop a few days ago, when a man entered who offered for sale a large lot of Chinese tails. I mean human hair tails, such as adorn the heads of the subjects of the Celestial Empire. The bargain was soon struck at the low rate of two francs and a-half per tail, and the vendor was encouraged to bring as many more as he could procure. The hair was coarse and black, and did not seem to me fitted to add to the attractions of any female head, so I inquired to what use it could be put. 'Use!' exclaimed the hairdresser; '*Soyez tranquille.* I am not anxious about that. There is such a demand for hair just now that we are too happy to buy whatever we can get.' I tell you this story, as it may furnish a useful hint to some of your lady readers, on fashion bent but still of frugal minds. They will be glad to know that by asking for Chinese tails they may procure cheap hair for country toilets, or more especially for sea bathing."

JAPANESE SILKWORMS IN EUROPE.—Accounts concerning the oriental silk crop continue to vary, but good ones seem to preponderate. In Lombardy it is likely that the crop will be superior to last year's. The cocoons begin to come to market, and at every railway station travellers will see baskets, bags, and bundles of the white and yellow wealth on their way to the nearest town. Generally speaking, and judging from a large number of letters and reports received from the principal silk-growing centres, a good yield is obtained only from worms proceeding from Japanese eggs. The eggs of worms hatched from Japanese eggs often prove a failure as regards produce of silk, but there are exceptions, as in the Province of Bergamo, where the crop is reported good even from the second generation. Attempts are still made to naturalise that variety of the Japanese worm which feeds upon the oak leaf instead of the mulberry, but a great many of them die, and some growers imagine this to be because in Japan they live in the open air instead of being, as here, confined in rooms. They are curious and beautiful insects, differing in form from the ordinary silkworm, and of a brilliant grass-green colour, with protuberant glossy white spots upon the sides, which have exactly the appearance of pearls.

A HINT FOR TRAVELLERS.—A well-known German traveller, F. Jager, in his "Sketches of Travels in Singapore, Malacca, Java" (Berlin, 1866), describes the powder of the *Pyrethrum roseum* as a specific against all noxious insects, including the troublesome mosquitoes and those which attack collections. He says:—"A tincture prepared by macerating one part of the *Pyrethrum roseum* in four parts of dilute alcohol, and, when diluted with ten times its bulk of water, applied to any part of the body, gives perfect security against all vermin. I often passed the night in my boat on the ill-reputed rivers of Siam without any other cover, even without the netting, and experienced not the slightest inconvenience. The 'buzzing,' at other times so great a disturber of sleep, becomes a harmless tune, and, in the feeling of security, a real cradle-song. In the chase, moistening the beard and hands protects the hunter against flies for at least twelve hours, even in spite of the largely increased transpiration due to the climate. Especially interesting in its action on that plague of all tropical countries, the countless ants. Before the windows and surrounding the whole house where I lived at Albay, on Luzon, was fastened a board six inches in width, on which long caravans of ants were constantly moving in all directions, making it appear an almost uniformly black surface. A track of the powder, several inches in width, strewed across the board, or some tincture sprinkled over it, proved an insurmountable barrier to these processions. The first who halted before it were pushed on by the crowds behind them; but, immediately on passing over showed symptoms of narcosis, and died in a minute or two, and within a short time the rest left the house altogether."

THE SIAMESE ROYAL FAMILY.—The King of Siam has published an official list, with the names of all his children, the dates of their birth, and of the dates of those deceased. The whole number is 81, of whom the eldest was born in 1823, the youngest in 1868. Sixty-six are now living. The late second King had 63 children, of whom 30 are now living.

THE JAPANESE TROUPE.—Last week the wife of Hamai Kari Sadakichi, chief of the troupe now performing at the Lyceum Theatre, presented her lord and master with a little girl. This, it is said, is the first child of pure Japanese blood ever born out of Japan.

Continental Intelligence.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 2.

A petition has been presented to the German Parliament by Herr A. Bernstein, praying that a national expedition be sent to Celebes or some other favourable position in the Far East to make scientific observations of the total eclipse of the sun that will take place on the 18th of August. Count von Bismark expressed himself in favour of the petition, and promised to lay it before the Federal Council. That Assembly, however, declined recommending its adoption by the Parliament, and proposed to leave it to the decision of the separate Governments. Notwithstanding this, the subject was brought forward for general debate in Parliament, and created a long discussion. The Federal Commissioner, Herr von Delbruck, objected to making it a national undertaking, on the ground of the expense, and there being no funds available for the purpose, or, as he put it, "the Federal Constitution contains no clause granting powers and money to observe eclipses of the sun." The amount mentioned in the petition (6,000 dollars) would moreover be very inadequate, for the German Astronomical Society had also sent in a petition, and their estimate of the expense was 16,000 dollars, to which must be added at least 10,000 more for travelling expenses, and the President (Count Bismark) even made it 30,000 dollars, even without employing a German ship of war, as proposed. On the division that ensued the House agreed to the proposal by all against seven votes. It is understood that the expedition will consist of eight observers, representing the different branches of science, and including a photographer with the needful apparatus. Madras is fixed on as the station at which the observatory is to be established, whilst the Austrian scientific expedition will have its head quarters at Aden.

Dr. A. Petermann, of Gotha, who carried off the founder's gold medal of the Royal Geographical Society this year, and which he well deserves for his indefatigable efforts in the cause of geography, has fitted out at his own responsibility an expedition on a small scale to try and reach the North Pole this summer. It consists of a small sailing brig of only eighty tons—not 800 tons, as I have seen stated in a English paper—built in Norway, strengthened and fitted out at Bergen, in that country, that sailed on the 23rd May. The vessel has been named the *Germania*, and is commanded by one Karl Koldewey, a Hanoverian, who has performed several voyages to Hammerfest and Archangel as chief mate of a Bremen vessel, and as such has been a good deal in the ice. His second in command is named Hildebrandt, the son of a clergyman near Bremen, who has also served as chief mate; the rest of the crew are Germans, accustomed to the northern whale fishery, and two Norwegians from Tromsoe, who have wintered at Spitzbergen, and are acquainted with the Esquimaux language, thirteen men all hands told—an ominous number—whilst the expedition is called the "German North Pole Expedition of 1868." The expenses are calculated to amount to 15,000 dollars (about £2,000), and Dr. Petermann invites the public in Germany to support him by contributions, which are flowing in very freely, the King of Prussia heading the list with the munificent gift of 5,000 dollars out of his Privy Purse. According to the latest list published, about 10,000 dollars had been collected. From a private letter received a few days ago by your correspondent from Dr. Petermann, he announces his intention of visiting this city in the course of this week, when he will probably convene a public meeting and address them on behalf of his spirited undertaking.

But the expedition will be exposed to a serious competition in fighting its way to the North Pole, by another one fitting out by the Swedish Government in the port of Carlscrona, the King having granted the use of the screw steamer *Sofia*, one of the strongly built so-called winter post-office packets, made to withstand any amount of knocking about in the ice. The main object of the Swedish expedition is to lay down a base line and measure a degree of longitude on the island of Spitzbergen, after which they will proceed north and endeavour to reach the Pole. But Dr. Petermann's *Germania*, though only a sailing vessel, has a good start, as the *Sofia* cannot sail before the end of this month, and will be detained at Spitzbergen till the end of August, though I must not omit to add that the Swedes have taken all that into consideration, and have purposely made that arrangement, their experience teaching them that it is just during the autumnal months of September, October, and November that the Arctic Sea is most free from ice. The steamer will be manned by sailors of the Royal Navy, and the command given to a naval officer, but the expense of the expedition will be borne partly by private contributions, and partly by the Academy of Sciences at Stockholm, the only conditions required by the Government being to insure the vessel for her real value of 108,000 Swedish rix dollars (about £6,500), and deposit the policy of insurance with the head of the Post-office department; and, secondly, to distribute the scientific collections brought home between the museums of Stockholm and Gottenburg.

Having been kindly permitted to peruse the code of instructions drawn up by Dr. Petermann for the guidance of Captain Koldewey, I am enabled to add that the greatest discovery of the voyage is to be called after Konig Wilhelms; that every means are to be taken to bring home a couple of Esquimaux (a man and a woman, if possible), as the population is supposed to be more numerous the further one proceeds to the north; that in case of being baffled in their endeavours to pierce the barrier of ice, they are to search for a country to the east of Spitzbergen, said to have been seen in 1707 by some Dutch whalers, and called by them "Gilles Land;" but that their first object is to make the east coast of Greenland in the latitude of between 74½ and 75 degrees, and visit the observatory erected on Pendulum Island by General Sabine (which island the learned doctor has now re-christened "Sabine Island"), from whence they are to follow the main coast line of Greenland (but avoiding bays and fiords), and discover if possible its true configuration within the Arctic circle.

COMMERCIAL.

Rice has not been very active, perhaps on account of the holidays, but prices are well supported. The demand for Cassia Lignea continues unabated, and 5,000 chests have changed hands at 12½ sch. bco. The fresh arrivals of Cassia Flores consist of very superior quality, and command

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STRAITS SETTLEMENTS ASSOCIATION.

We have already alluded to the letter addressed by the Chairman of the Straits Settlements Association to the Duke of Buckingham, expressing the apprehensions aroused in the minds of all persons interested in those places by the speech in which Governor Sir H. Ord alluded to the possibility of further taxation being imposed. This letter, which was dated the 22nd April, contained an able exposition of the past and present condition of the trade of the Straits Settlements, and also embodied an overwhelming and quite unanswerable mass of evidence to show the impolicy of any course that would in any way alter their character as free ports. This letter has elicited the following reply from the Colonial Secretary, which is, in our opinion, far too brief to be satisfactory.

"Downing-street, 30th May, 1868.

"SIR,—I am directed by the Duke of Buckingham and Chandos to acknowledge the receipt of your letter of the 22nd April, calling attention to that part of Sir H. Ord's speech to his council in December last, which had reference to duties on exports and imports and reviewing the financial condition of the colony and the estimates of revenue and expenditure for the present year.

"I am to state in reply that his Grace entirely concurs with you in the propriety of an economical expenditure of the revenues of the Settlements. I am to point out to you with reference to the amount included in the estimates for the Government-house, and which was $100,000 and not $150,000, that the resolution appropriating the sum to that object was carried unanimously in the Legislative Council, having been moved and seconded by two of the unofficial members to whose opinion on questions of expenditure Her Majesty's Government are always disposed to attach much weight.

"In conclusion, I am to state that Her Majesty's Government have no intention of instructing the Governor to recommend to his council the imposition of import duties.

"I am, Sir, your obedient servant,
(Signed) "T. FRED. ELLIOT.

"The Chairman of the Straits Settlements Association."

TRIAL TRIP OF THE "TRAVANCORE."

The latest addition to the splendid fleet of steamships owned by the Peninsular and Oriental Company—viz., the *Travancore*, a vessel built and engined by Mr. John Key, of Kirkcaldy—was taken out for a trial on Wednesday, the 10th inst. She left the Southampton Docks at 11.30 A.M., proceeding direct to Stokes Bay, where one run was made on the measured mile, and then steamed round the Isle of Wight, returning into Southampton water at six o'clock, and the London portion of the visitors left by the 7.15 P.M. train. The *Travancore* is a screw steamer of 400-horse power nominal (indicated power during the run, 1,405); her gross tonnage being 1,899¼, and registered ditto, 1,185; length, 281ft. 6in.; breadth of beam, 35ft. 5in.; and depth of hold, 27ft. 8in. Her true mean speed when on the measured mile, with a strong southerly wind blowing, was 12·245 knots; steam, 24lb.; vacuum, 22in.; revolutions of engines, 59. She had 754 tons weight of coals, water, and stores on board, and her draught was 16ft. 6in. forward and 18ft. 2in. aft, the mean being 17ft. 4in. There was a large party of ladies and gentlemen on board, including Captain Cuming, R.N., Admiralty Superintendent at Southampton; Mr. Frank T. Scudamore, one of the secretaries of the Post-office; Mr. Chetwynd, Accountant-general of the Post-office; Mr. W. Page, Mr. Edmund Yates, Mr. Bidwell, Mr. Boucher, and Mr. Joyce, of the Post-office; Mr. Willis, Mr. Cockraft, and Mr. Anderson, of the Admiralty; Colonel Macpherson, late Acting Governor of the Straits Settlements; Mr. D. Campbell, secretary of the African Steampacket Company; Mr. T. M. Mackay, of Leadenhall-street; Mr. Key, builder of the ship; Mr. P. Hadow (the recently-elected chairman), Mr. Thornton, C.B., Mr. L'Estrange, Mr. James Allan, and Mr. Henry Bayly, directors of the Peninsular and Oriental Company; Captain Bain, Mr. A. M. Bethune, Captain Black, Mr. A. Lamb, Captain Engledue, and other officials of the company. During the run home the party on board partook of a sumptuous *dejeuner*, under the presidency of Mr. Hadow, who availed himself of the opportunity to propose the health of the builder of the *Travancore*, and expressed the satisfaction which the performances of the vessel had given to the directors and others. The toast having been responded to by Mr. Key, Mr. Frank Scudamore proposed "Success to the Peninsular and Oriental Company," which, he said, really meant success to the commercial and maritime interests of the nation, for anything which would injure so important an arm of the great postal service of England must exercise a corresponding influence injurious and detrimental to the whole commerce of the country. The *Travancore*, which is commanded by Captain R. Methven, one of the oldest officers in the service, left on the 13th with the outward India, China, and Australian mails, and on her return from this voyage she will be despatched to the other side of the Isthmus of Suez for service on those stations. The *Magdala* is expected to be ready for sea in about six months, and the *Hindostan* in about thirteen months.

THE HONG KONG GARRISON.

The *Pall Mall Gazette*, in drawing attention to certain points in the Army Estimates that seem to demand some explanation, dwells on the anomalous method in which the Hong Kong corps is treated, the suppression of the European force of 676 men, and the substitution of an Indian regiment of 880 men being actually made to appear as a *decrease* in the number of troops employed! The manner in which this is done will be understood by a perusal of the subjoined extract; we will merely remark here, that the annual cost of the new force is set down in the estimates at £30,000:—

The first point to which we desire to draw attention is the increase in the strength of our army. We are aware that this increase is apparently only an increase of 285 men; but it is really a much more serious one. If our readers will take the trouble of referring to the fourteenth page of the estimates, they will find a comparison—which is accurate with one exception—between the strength of the army last year and this. (Here follows an abstract of the tables, showing an apparent net decrease of 695 men.) It will be seen at once that the whole, or almost the whole, of this decrease is in the colonial corps, and if our readers will examine the estimates for themselves, they will find that the decrease in the colonial corps is more than accounted for by the suppression of the Hong Kong corps, which a year ago consisted, it was estimated, of 676 men. But, in reality, this Hong Kong corps never existed at all except in the War-office estimates. It never even found its way into the official organ of the Secretary of State, the monthly *Army List*. Its abandonment, therefore, does not strike a single man off the effective strength of the army, though it diminishes the bold front of the army estimates by 676 men. But though the Hong Kong corps has been given up, a kindred force has been created under the name of a regiment of native Indian troops for service in China. This regiment consists of 880 men, and, for some reason unknown, it does not appear among the rest of our forces on the 14th page of the estimates. It stands, however, in its full strength on the second and third pages, where it converts the apparent decrease of 595 men on the British establishment to a real increase of 285 men; and it appears again in a very tangible form on page thirty, where it represents a charge of £30,000 a year. As, however, credit is taken for the 676 men of the Hong Kong corps, which is was estimated did exist last year, but which really never existed at all, it follows that the real increase in the strength of the army is an increase not of 285, but of 285 plus 676, or 961 men. It is clear that, if our army is not strong enough for the duties it has to perform, we must submit to an increase in its establishment. If, for instance, there are not troops enough at home for the real necessities of Great Britain and Ireland, we must add to our army. But in that case the increase should be asked for and granted on its real merits, and should not be effected by the pretence of raising Indian troops for the purpose of relieving European troops from a particularly unhealthy duty.

The Duke of Cambridge, in his evidence before the committee appointed to inquire into the duties of the army in India and the colonies, stated exactly what should have been done. His Royal Highness, in reply to the 2,969th question, said:—"It is intended at this moment to raise a native regiment, or to arrange in some way for a native regiment to be at Hong Kong, in addition to the European troops already quartered there. But even in that case the general aggregate of the European troops of the army is to be reduced to the extent of the new regiment of natives which is now going to be sent to Hong Kong." That is the Duke of Cambridge's statement in May, 1867, and we venture to say that it is in exact accordance with the views of those who desire, like ourselves, the employment of native Indian troops in certain colonies. It was never proposed to add to the British troops in a colony a supplementary force of Indians; it was conceived that by the employment of Indians we should be able to withdraw a certain portion of the British force from the colony, and thus, in some measure, relieve the army of one of the most unhealthy duties it has to perform. It is fair to add that the Duke's own opinion is a very different one. He has never concealed his dislike to the substitution of Indian for European troops, and he has openly stated that his dislike to the scheme is partly founded on a belief that its adoption would infallibly lead to a mischievous reduction in the strength of the British army. But the Duke's opinions show in the most forcible way what was the original intention of those who devised this regiment of native Indian troops; in the Duke's own words, "the general aggregate of the European troops of the army is to be reduced to the extent of the new regiment of natives." So far as we know, no new employment for the army has arisen since his Royal Highness made that statement. A regiment of 880 native Indian troops has been raised at a cost of £30,000 a year for service in Hong Kong, but the total reduction of the strength of the infantry (and it is infantry work which these Indians are to do) is a reduction of 113 men. Surely such a state of things demands, at any rate, explanation.

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THE BRINDISI ROUTE.

The Florence correspondent of *The Times* says:—"The success of the Mont Cenis Railway is likely to revive the agitation for the passage of the Indian mails through Italy. The advantage of that route is more than ever obvious now that Susa can be reached from London in thirty-six hours. At this time of year it seems that the Italian boats go from Alexandria to Brindisi in seventy-two hours. I know of a recent case of this being done. Persons who came by that boat give an excellent account of the service on the line from Brindisi to Bologna. On the other hand, the arrangements at Brindisi are not all that could be desired. A good hotel is wanted, accommodation for repairing steamers, a prolongation of the railway to the port. It is urged that neither the company nor the Government is rich, or at present prosperous; and I have heard it hinted that if the British Government would undertake to send the mails by that route the required improvements would soon be made. This is reversing the natural order of things; when the route is shown to be preferable to any other it is quite sure to be availed of. The transfer of the Peninsular and Oriental Company's starting place from Marseilles to Brindisi was foreseen and stipulated in the last contract with our Government. The service being well done the fact of there being only a single line through Italy would not suffice to prevent its being preferred when the route offers such a great advantage as sixty or seventy hours' acceleration, that time being all deducted from the sea passage which so many dread. It is a geographical necessity that our communications with India should be through Italy, and neither the Marseilles interest nor the French railway interest, nor any of the various pressures, direct or indirect, brought to bear against it can possibly suffice long to retard the change. There has been talk lately of a project for sending the India mails *via* Ostend and Germany, over the Brenner Pass, so as to set at naught the opposition offered in France to an alteration which would be a great benefit, not only to Great Britain as the mistress of India, but to all those numerous persons in Europe and America who trade or correspond with the East. Brindisi must make its way and become the port of embarkation for letters, passengers, and such costly articles of merchandise as will bear the expense of an overland journey. Meanwhile we hear of the approaching establishment there of a telegraphic agency which will undertake to forward new and private despatches in all directions."

In a subsequent letter the same correspondent adds:—"Between London and Bologna, the line by way of France (of which the Fell railway forms a short but most important section) will not be unopposed. Germany steps forward as a competitor, offering a direct and rapid train, without change of carriages, from Ostend to Bologna. The route is by Brussels, Verviers, Cologne, Bruchsal, Ulm, Kufstein, over the Brenner, to Verona and Padua, to which last place the time occupied is to be thirty-four hours, from Padua to Brindisi twenty-two, altogether fifty-six, or in round numbers, and allowing amply for stoppages, within sixty hours. A line of railway from Verona to Modena would further shorten this route, but there seems little chance of that being made at present, the Italian Government declining to increase its guarantees. As it is, however, the Germans hope they may be able to compete successfully with the line by France. If they do so, it will be mainly in consequence of the indisposition of the French authorities to facilitate the traffic over their territory between England and India when the point of exit from France shall be the Mont Cenis instead of Marseilles. The unwillingness shown to accelerate the communication with Italy has brought many persons to think that it would be desirable to avoid France altogether, and the Germans naturally desire no better than to despoil her, to their own profit, of any advantage she now derives from the traffic of England and North Europe with Italy and the East. The Germans, like ourselves, complain bitterly of the twelve hours' detention their letters undergo in Paris for want of a morning mail to St. Michel. I am informed, and there appears no reason to doubt the statement, that the letters from England and Germany destined for Marseilles, and which reach Paris in the morning, are immediately forwarded, while those for Italy are, we know, laid by until night. This is manifestly unfair to the Italian mercantile interest, to say nothing of the general detriment to the public. The French authorities may rely upon it they are accumulating a great store of ill-will towards themselves by their conduct in this affair. It is in opposition to the spirit of the age thus to impede international communications for the sake of petty local interests. It would not be surprising if some difficulties were yet to be made about establishing correspondence of French trains with the Fell railway."

ALLEGED FLOGGING OF A MERCHANT CAPTAIN.

A very extraordinary report has been circulated in the Jerusalem to the effect that Capt. Jones, of the steamer *Far East* (under charter to Government as a troop-ship in Abyssinia), had been flogged by order of the Provost Marshal for disobedience of orders. Such a statement was deemed altogether untrue, but the friends of Capt. Jones took the trouble of making inquiries on the subject, and the result was a distinct repudiation of the whole thing. The following are copies of the certificates on the subject which entirely acquit Capt. Jones. The writers of the statement, Mr. Cox, and his brother, who propagated the story in England, will no doubt be made to satisfy Capt. Jones on his arrival in England:—

NOTICE.

It appears that a report has been in circulation to the effect that Captain Jones, of the *Far East*, underwent punishment on shore for some offence said to have been committed by him. This report is utterly without foundation, is devoid of truth, and is calumnious.

(Signed) G. TRYON,
Captain and Principal Transport Officer.

Annesley Bay, 9th April, 1868.

Certified that Captain Jones, commanding the transport 139, *Far East*, has never in any way infringed any rules or regulations in force on shore, and consequently has never been punished. Any report to the contrary is untrue.

(Signed) J. W. SHEPPERD,
Major Provost Marshal.

Zoola, 8th April, 1868.

DEATH OF RAJAH BROOKE.

Sir James Brooke, K.C.B., late Rajah of Sarawak, died on the 11th instant at Barrator, his seat in Devonshire. Probably no Englishman in the present century has had a more varied and eventful career, and in no part of the world were his achievements more appreciated than in China and the Straits. Sir James sprang from a family long seated in the county of Somerset, and was born in 1803. He received his education at the Norwich Grammar School, and afterwards entered the Indian army. After some active service, during which he was seriously wounded in Burmah, he abandoned a military career, and, purchasing a yacht, sailed for Sarawak, in Borneo, in 1838, with the intention of endeavouring to put an end to piracy in the Eastern Archipelago. Having ingratiated himself with the Sultan of Borneo, he was raised to a high post in the Government, and commenced with great vigour the work of civilisation. His measures for the suppression of piracy were, however, so severe as to cause considerable outcry in England; his conduct was discussed in Parliament with much acrimony on both sides, and the question brought under the attention of the Government by Mr. Hume. Eventually Sir James succeeded in completely clearing himself from the imputations which had been cast upon him. On his return to England he became the hero of the hour, and, on being created an honorary D.C.L. at Oxford, received in the Sheldonian Theatre quite an ovation. Not long after, when the isle of Labuan was purchased by the British Government, he was selected as Governor, with a salary of £2,000 a year. But his strange and eventful public career was not destined to end here. After the expiration of his government at Labuan, having remained in the service of the Sultan of Borneo as Rajah of Sarawak, he adopted a policy which gave great offence to the Chinese, who destroyed his property, and whose vengeance nearly cost him his life. Sir James, however, was not the man to submit to humiliation at their hands. Having collected a small force, he reduced his enemies to the most desperate straits, put to death hundreds of them, and desolated their settlements. When he again returned to England it was with the especial object of persuading the British Government to take Sarawak under its protection. He pointed out the importance of the position, the commercial advantages which might be expected from it, and the probability that it would otherwise become a possession of the Dutch; but Lord Derby, then Prime Minister, failed to feel the cogency of these arguments, and declined to take action in the matter. Whether the motives which prompted Rajah Brooke in his advocacy of this scheme were or were not disinterested was at the time much questioned, but those who knew anything of his personal character could never doubt the purity of his motives. The immediate cause of death was another stroke of paralysis, a seizure from which the Rajah had already suffered more than once.

Monetary and Commercial.

The half-yearly meeting of the P. and O. Company was held on the 4th instant, P. D. Hadow, Esq., in the chair. The proceedings were comparatively uninteresting, for the directors' report was of such a satisfactory nature that the only thing to be done was to approve it and pass a vote of thanks for the able management that had produced so favourable a result. There was, of course, a handsome tribute to the memory of Mr. Anderson, and beyond this the only noticeable feature was an allusion to the impending change in the French mail service, with regard to which the chairman stated that when the fortnightly service of the *Messageries* commenced, arrangements would probably be made to prevent the two services clashing one with another. Extracts which embodied the principal features of the report were given in our last issue.

The decision of the Lords Justices of Appeal in the case of Captain Felix Jones, a depositor in the Commercial Bank (that he is not entitled to rank as a creditor, inasmuch as there was no proof that he had accepted the new bank as his debtor in place of the old one) is of great importance, and will probably be appealed to the House of Lords. This will open the door to other actions of a similar nature, which in the end will swallow up a large amount in legal proceedings, and thus impoverish the estate, and diminish its yield to the creditors. It cannot be expected that the latter will now show any further leniency, but will insist on the calling up of the remaining £15 per share from the shareholders forthwith. The dividend of over 2s. 6d., which has been waiting some time to be distributed, will now be further delayed, and the prospects of the creditors ultimately receiving even 15s. in the pound are much injured by these proceedings.

At a general meeting of the shareholders of the Suez Canal Company, lately held in Paris, M. de Lesseps announced, in the midst of unanimous applause, the termination of the work for the 1st of October of next year. In stating the position of the works and the resources available, he mentioned that there was a sum of fifty-eight millions in hand, and that a loan of 100

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millions in bonds with prizes would suffice to complete the undertaking.

The action brought by the consignees of tea, per *Wild Deer*, for delivery of cargo in a damaged condition, is likely to be heard this month.

The *Maggie Leslie*, from China, *via* Batavia, experienced some detention in discharging, owing to her bottomry, as the bond stipulated that bulk was not to be broken until its payment. The cargo is being discharged in very fair condition.

The report of the Ceylon Company (Limited), to be presented on the 16th inst., recommends a dividend at the rate of 8 per cent. per annum, which will leave £4,401 to be carried forward.

The Messageries Imperiales Company propose to pay a dividend for the past year at the rate of 10 per cent. per annum.

Sir James Emerson Tennent has joined the board of the Ceylon Company (Limited).

Mr. Balfour, formerly manager in India of the Agra Bank, and whose management there was prudent and successful, goes out by the present mail to take the position of manager of the Bank of Bombay.

The steamer Travancore takes £49,454 in specie for the East, of which £25,615 is for China, £22,200 for India, and £1,539 for Point de Galle.

The amount of bullion by the P. and O. Company's steamer *Poonah*, from Southampton on the 13th inst., was in gold, to Galle £1,539, to Bombay £1,400, to Madras £10,000; in silver, to Bombay £10,900, to Hong Kong £24,635, to Foochow £980. Total in gold £12,939, in silver £36,515.

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and four months ending 30th April last have been issued. The exports again show a falling off in value, the total for the four months this year being £55,998,068, against £56,186,529 in the same period last year, and £62,357,579 in that of 1866. The decrease is in the following articles: apparel, beer and ale, cotton manufactures—in value only, the quantity showing a large increase—haberdashery, hardware, linen yarn and manufactures, machinery, and woollen manufactures. On the other hand, iron and steel and woollen yarn are in excess of the amount last year.

Among the imports raw cotton has largely augmented, the increase being chiefly from the United States; while wool exhibits a diminution of nearly 20 per cent. The articles subject to duty and entered for consumption, in which the principal changes are apparent, are the following: wheat, an increase of about 25 per cent., mainly from the United States; tea, an increase of 30 per cent.; and wine, of 11 per cent. The computed real value of the principal articles imported, for the three months ending 31st March last, was £46,409,094, against £44,326,045 in the first quarter of 1867, and £49,481,688 in the same period of 1866.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East.

IMPORTS.

TEA.

	1866.	1867.	1868.
Quantity for the month ended 30th April lbs.	11,949,738	9,047,336	11,703,232
Quantity for the four months ended 30th April lbs.	41,035,656	51,007,635	53,114,359
Value for the month ended 31st March	£1,245,431	£1,058,373	£984,410

RAW SILK.

From		1866.	1867.	1868.
	For the Month ended 30th April.			
China	lbs.	16,400	6,150	23,640
British India	,,	—	—	7,372
Egypt*	,,	201,313	234,158	239,259
Other Countries	,,	80,174	113,135	91,335
Total	,,	297.887	353,443	361,606
	For the Four Months ended 30th April.			
China	lbs.	64,720	16,609	23,640
British India	,,	57,271	—	7,372
*Egypt	,,	1,155,464	1,358,127	1,525,650
Other Countries	,,	564,719	800,731	554,466
Total	,,	1,842,174	2,170,467	2,111,128

* In transit from India, China, and Japan.

COFFEE.

From		1866.	1867.	1868.
	For the Month ended 30th April.			
Ceylon	lbs.	7,980,343	9,680,005	12,982,093
Other British Possessions	,,	1,689,969	1,628,056	2,001,859
Total from all parts	,,	11,023,392	13,583,044	16,600,231
	For the Four Months ended 30th April.			
Ceylon	lbs.	15,323,641	16,533,024	25 058,562
Other British Possessions	,,	2,863,736	3.129.974	5,244,060
Total from all parts	,,	23,577,309	25,423,392	38,694,848

RAW SUGAR.

From		1866.	1867.	1868.
	For the Month ended 30th April.			
Java & Philippine Islands	cwts.	12,165	58,289	68,830
Total from all parts	,,	1,017,310	1,366,260	976,807
	For the Four Months ended 30th April.			
Java & Philippine Islands	cwts.	60.665	74,672	286.925
Total from all parts	,,	2,703,917	3,184,486	2,980,328

HEMP.

From		1866.	1867.	1868.
	For the Month ended 30th April.			
Philippine Islands	cwts.	891	12,360	7,292
Total from all parts	,,	39,305	27,270	31,334
	For the Four Months ended 30th April.			
Philippine Islands	cwts.	16,589	18,147	49,919
Total from all parts	,,	117,522	86,325	144,284

RAW COTTON.

From		1866.	1867.	1868.
	For the Month ended 30th April.			
China	cwts.	—	—	—
British India	,,	610,930	139.233	139,036
Egypt	,,	155,598	97,140	170,784
United States	,,	737,924	618,819	717,961
Total from all parts	,,	1,663,025	987,176	1,144,107
	For the Four Months ended 30th April.			
China	cwts.	—	2,041	—
British India	,,	1,068,380	286,263	377,068
Egypt	,,	402,495	551,145	493,665
United States	,,	1,816,879	1,618,222	2.399,791
Total from all parts	,,	3,689,434	2,802,395	3,574,913

CLEARANCES FOR HOME CONSUMPTION.

		1866.	1867.	1868.
	For the Month ended 30th April.			
Tea from all parts	lbs.	7,003,737	8,949,758	17,461.443
Coffee from Ceylon	,,	1.556,626	1,807,976	1,974,203
Do. from all parts	,,	2,095,254	2,627,577	2,863,544
Raw Sugar from Java & the Philippines	cwts.	10,785	47,378	123.060
Raw Sugar from all parts	,,	815,865	1,124,198	1,229,948
	For the Four Months ended 30th April.			
Tea from all parts	lbs.	29,642,132	35,663,725	46,280 032
Coffee from Ceylon	,,	6,937,090	7,408,797	7,421.308
Do. from all parts	,,	9,607,695	11,253,453	11,395,305
Raw Sugar from Java & the Philippines	cwts.	74.540	190,084	311.753
Raw Sugar from all parts	,,	3,049,973	3,822,464	3,785,063

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th April, 1868, compared with the two previous years:—

		1866.	1867.	1868.
Coffee	lbs.	29,483,165	26,972,345	39.460,143
Tea	,,	98.003,143	105.067,691	82.429 646
Unrefined sugar	cwts.	3,137,660	2,575,009	1,365,209

The following is an account of the value of the Imports into the United Kingdom from the undermentioned countries for the three months ended 31st March, 1868, compared with the value for the corresponding periods of the years 1866 and 1867:—

	1866.	1867.	1868.
China (exclusive of H. Kong)	£2,312,588	£2,901,361	£2,888,686
Hong Kong	47,896	88,885	39 230
Japan	72,488	91,110	19,683
Singap. & Straits Settlements	278,163	234,928	243,107
Ceylon	360,865	316,016	488,221
Philippine Islands	103,926	29,969	331,261
Java	3	3	—
Cochin China, &c.	—	—	11,247
Borneo	—	9,226	12,115
Siam	1,389	—	—

EXPORTS.

COTTON YARN.

To		1866.	1867.	1868.
	For the Month ended 30th April.			
China and Hong Kong	lbs.	427,038	600,660	287.600
Singapore	,,	144,080	182,950	157,200
Ceylon	,,	60.330	—	48,200
Total to all parts	,,	10,201,059	11,847,687	15,581,015
	For the Four Months ended 30th April.			
China and Hong Kong	lbs.	1,637.206	1,397,250	1,898.646
Singapore	,,	349.390	901,730	569 800
Ceylon	,,	116,330	31,000	118,700
Total to all parts	,,	44,881,046	45,649,377	66,172,077

COTTON MANUFACTURES.

To		1866.	1867.	1868.
	For the Month ended 30th April.			
China and Hong Kong	yds.	12,678,996	12,841,560	16,333,789
Philippine Islands	,,	2,681,229	2,358,217	2,230,000
Java	,,	5,300,920	5,343,280	842,800
Singapore	,,	7,416,999	5,175,850	4,974,884
Ceylon	,,	1,547,110	634,990	3,482,441
Total to all parts	,,	187,417,129	198,072,853	216,683,530

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		For the Four Months ended 30th April.		
China and Hong Kong	yds.	52,990,171 ..	36,968,901 ..	96,427,976
Philippine Islands ..	,,	5,952,409 ..	11,999,782 ..	9,912,820
Java	,,	16,182,366 ..	13,622,920 ..	7 371,012
Singapore	,,	17,535,736 ..	23,601,711 ..	22,125,883
Ceylon	,,	5,983,227 ..	7,383,193 ..	8,452,789
Total to all parts ..	,,	769,235,485 ..	820,049,652 ..	949,112,170

WORSTED STUFFS.

To		For the Month ended 30th April. 1866.	1867.	1868.
China and Hong Kong	yds.	2,090,769 ..	1,866,856 ..	1,524,542
Total to all parts	,,	16,040,556 ..	13,878,599 ..	15,405,155
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	6,270,680 ..	9,416,679 ..	6,531,088
Total to all parts	,,	81,764,827 ..	68,657,352 ..	66,873,469

WOOLLEN AND WORSTED CLOTHS.

		For the Month ended 30th April. 1866.	1867.	1868.
China and Hong Kong	yds.	124,089 ..	132,979 ..	89,908
Total to all parts	,,	2,412,029 ..	2,179,853 ..	1,438,207
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	630,037 ..	614,067 ..	563,622
Total to all parts	,,	11,265,905 ..	10,580,782 ..	7,539,881

LEAD.

		For the Month ended 30th April 1866.	1867.	1868.
China and Hong Kong ..	tons	1,180 ..	406 ..	449
Total to all parts ..	,,	2,703 ..	1,757 ..	2,625
		For the Four Months ended 30th April		
China and Hong Kong ..	tons	2,835 ..	605 ..	2,850
Total to all parts ..	,,	9,335 ..	5,911 ..	11,488

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and three months ended 31st March, 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Month ended 31st March. 1866.	1867.	1868.
China (exclusive of H. Kong)	£446.702 ..	£281,211 ..	£536,879
Hong Kong	267.866 ..	229,084 ..	203,552
Japan	193,683 ..	113,664 ..	122,570
Singap. & Straits Settlements	118,804 ..	231,078 ..	43,484
Ceylon	76,346 ..	66,960 ..	58,760
Philippine Islands	— ..	55,371 ..	49,008
Java	188,473 ..	2,346 ..	61,534
	For the Three Months ended 31st March.		
China (exclusive of H. Kong)	£1,135,368 ..	£951,091 ..	£1,444,001
Hong Kong	716,461 ..	373.401 ..	567,070
Japan	411,272 ..	304,618 ..	252,279
Singap. & Straits Settlements	383,109 ..	550,430 ...	391.949
Ceylon	206,326 ..	218,345 ..	143,597
Philippine Islands	120.498 ..	297,468 ..	211.887
Java	342,485 ..	326,462 ..	195,188
Siam	— ..	— ..	268

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Bank .	Paid.	Prices June 13.
£10	Agra Bank, A shares	All	11 to 12
10	Do. B do.	—	7½ to 8½
25	Bank of Egypt	All	33 to 35
40	Chartered Bank Ind., Aust., & China	All	20 to 21
25	Chartered Merc. of India and China	All	29½ to 30½
20	City Bank	10	12 to 13
28½	Hong Kong & Shanghai Bank, new	5½	½ to ¾ pm
50	London and County	20	51½ to 52½
50	London Joint Stock	15	34 to 35
100	London and Westminster . . .	20	71 to 72
25	Oriental Bank Corporation . .	All	42½ to 43½
50	Union of London	15	34½ to 35½
	MISCELLANEOUS.		
—	Ceylon Deb., Nov. 1878, 6 per cent.	100	109 to 111
—	Do. Do 1872	100	104 to 106
—	Do. Do. 1882 3	100	111 to 114
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares.	5	2½ to 1½ dis.
10	Credit Foncier & Mobilier of England	All	3 to 3½
20	Egyptian Com. & Trading Company	6	5 to 4 dis.
10	General Credit & Discount Company	7½	2½ to 2½ dis.
10	Hong Kong and China Gas . .	All	
20	International Finance Society .	5	1½ to 1½ dis.
50	P. and O. Steam Company. . .	All	56 to 58
50	Do. Do. 1867 . . .	10	¾ to 1½ pm.
10	Upper Assam Tea	All	4½ to 5
100	West India Steam Company. .	60	67 to 69

ARTICLES OF IMPORT.

TEA.

The following is from Messrs. James Steains and Co.'s report :—

Dulness, with a limited extent of business, has been the characteristic of the tea market during the past month, a period broken by those national holidays which always interfere with trade. Nevertheless, prices of Congou have been firmly maintained, and as exporters cannot hold off any longer, we look for yet higher rates for good common up to medium qualities, as the large home and foreign consumption still runs largely on these sorts, whilst the quantity afloat of all kinds of Congous is not more than 4,000,000 lbs. to meet a delivery of nearly 36,000,000 before the new crop comes to hand, and even then it will not consist of common descriptions, so that the drain upon these must continue far on to the end of the year.

	1868. lbs.	1867. lbs.
Home consumption for London from 1st January to 31st May, 1868 ..	34,340,730	29.668,000
Export do. do.	10.499.224	12,623.000
Sent coastwise do.	14,146,046	15,453,000
Total Deliveries	58,986,000	57,744,000

Black.—Congou: Dust and broken-leaf sorts are again dearer, say 10½d. to 1s. Common to fair red leaf must be quoted 1s. 3½d. to 1s. 4d. Common black leaf cannot be bought under 1s. 3¾d., fair sweet quality under 1s. 4½d. to 1s. 4½d., and at these prices about 12,000 chests have been taken for export during the past fortnight; medium qualities up to 1s. 6d. remain inactive; for all better kinds there is very little inquiry.

Souchongs as last quoted. Oolongs and Scented Teas in only moderate request.

Green.—A fair inquiry exists for medium kinds, but finer sorts are not much wanted.

Japan.—A few transactions have taken place in uncoloured at 1s. 3d. to 1s. 3½d.

SILK.

The market has improved during the past week, and much inquiry has existed, which in the last two or three days has resulted in a fair business at full prices. Preference is given to good and fine silk, especially Japans, for which there is a great demand, but owing to their scarcity business in such is limited. The accounts of the European crops begin to be unanimous as to their not being equal to last year.

COTTON.—In the London market only scanty sales have been effected on the spot, export orders being few, and limited to lower prices than holders are generally inclined to accept, but a decline of about ½d. must be quoted. For arrival, however, there has been more disposition to sell, especially distant shipments, and prices have gradually receded to the extent of ¼d. to ⅜d. per lb. The quotations are:—On the spot—Tinnivelly, fair to good fair, 8¾d. to 9¼d.; Western, fair to good fair, 8¼d. to 9¼d.; Coconada, middling fair, 8¾d. For arrival—Tinnivelly, 8½d. to 9d., February to April sailing, guaranteed good fair; Western, 8¾d., ship named, guaranteed fair; Broach, 8¼d., ship named, guaranteed fair; Oomrawuttee, 8¼d. to 9d., ship named and March-April sailing, guaranteed fair; Dhollera, 8½d. to 9d., ship named and April to February sailing, guaranteed fair new; Bengal, 7d. to 7 15-16d., May to February sailing, guaranteed fair new; Coconada, 7½d., ship named, guaranteed fair red. In the Liverpool market there is still great depression; holders continue to press their stocks upon the market, and prices show a general decline of ¼d. per lb The quotations are:—American, 9¾d. to 13d.; Egyptian, 10¼d. to 16d.; Surats, 7¾d. to 10¼d.

COFFEE.—The downward tendency of prices continues unchecked, and the public sales have again been marked by considerable languor. Plantation Ceylon is offered freely and has sold irregularly, a further decline being established on grey kinds, while the little variation which has taken place in coloury sorts has been in buyers' favour. Since the date of our last report some business was done in Native privately at the reduction previously noted, but holders having since rather forced sales a further fall of 1s. to 2s. per cwt. has occurred. The quotations for Plantation are:—Triage, 29s. to 45s.; gray ordinary to fine ordinary, 52s. 6d. to 62d.; low middling to middling bold, 64s. 6d. to 69s.; coloury, low middling to middling even, 70s. to 77s.; good and fine middling, 77s. to 83s.; fine bold, 84s. 6d. to 89s.; pea-berry, 75s. to 90s. 6d. For Native the following are the current rates:—Small, 40s. to 44s.; ordinary, 45s. to 46s. 6d.; good ordinary, 47s. to 47s. 6d.; real good ordinary, 48s. to 48s. 6d.; fine ordinary, 49s. to 49s. 6d.; bold, 50s. 6d. to 53s.; pea-berry, 53s. 6d. to 54s. 6d. The supplies of East India descriptions, especially of good qualities, have been small, and the only sales to report are of 400 bags Java at 64s. to 65s., and 232 bags ordinary black Manila at 8s. The stock of coffee in the United Kingdom on the 1st inst. was 18,250 tons, against 12,500 tons last year, and 13,600 tons at the same period of 1866. The amount on hand in the five leading ports of the Continent was 75,560 tons, against 57,310 tons in 1867, and 56,010 tons in the preceding year. The monthly sale of the Dutch Trading Company is announced for the 24th inst., and will comprise 92,000 bags.

COIR GOODS.—A good supply of yarn has been brought forward at the auctions, and although the competition has been irregular, the principal portion has been taken. Very little fibre has been offered. Of Ceylon yarn 60 tons chiefly sold, good £42 10s. to £43, middling to good middling £34 5s. to £41, low middling £30 to £33, common to good common, £27 15s. to £29 5s.

CAMPHOR.—We have no business to report in Japan. Of China, 576 boxes, ex Ajax, have been sold at a slight decline on previous rates—viz., good, £6 5s. to £6 7s. 6d.; grayish, £6 2s. 6d. to £6 5s. per cwt.

COCOA NUT OIL.—Since our last report the market has been steady, and some sales of Ceylon from second hands have been made at £50 10s. to £51; 90 casks Cochin sold by auction, fair at £53; two lots, £53 5s.; low middling, £52; and 15 casks from Penang at £50 15s. to £51 10s.

GAMBIER.—Prices have given way 3d. per cwt., about 2,000 bales having changed hands privately at 17s. 6d., and 500 bales have been taken for export at 18s. In public sale 1,146 bales met no biddings, and were all bought in at 17s. 9d. to 18s., but 80 bales since sold at 17s. 9d.

MANILA HEMP.—The demand continues limited at previous rates; the private sales do not exceed 500 bales, chiefly barely fair to fair roping at £46 to £47, and common £42 10s.; in public sale of 1,950 bales only 290 bales found buyers; ordinary brown £40 to £40 15s.; first class sea damaged barely fair £44 10s. to £45 15s.; the remainder, sound, being bought in at £46.

PEPPER.—Black: The market has been well supplied with Penang, 5,013 bags having been offered at auction, of which nearly 4,000 bags have been disposed of at the late lowest quotations; middling to fair 2⅞d. to 3d.; 699 bags middling Singapore were sold at 3¼d. to 3⅜d.; and about 1,000 bags of both kinds have been taken privately at fully these rates. White:

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293 bags Singapore sold at a decline of nearly ½d. [per lb.; middling to good 5d. to 5¼d.

RICE.—Prices of most kinds are lower, and it is difficult to find buyers for the continual fresh arrivals. The sales have been small—viz., 2,000 bags Ballam at 8s. to 9s. 3d., 2,600 bags Dacca at 10s. 3d., and 300 tons of the latter to arrive, at 9s. 3d. to 9s. 6d. ex ship, also a floating cargo of 600 tons Bassein at 10s. 6d. for the Continent, or United Kingdom landed. At public sale 380 bags good Dacca were bought in at 11s. 6d.; of 2,161 bags, Ballam, &c., only a small part was sold at 9s., Moonghy, 9s. 1½d.; 359 bags Madras and 7,944 bags Saigon were withdrawn, but of the latter about 5,000 bags have since been taken at 10s. 9d.

SUGAR.—The trade have shown a general indisposition to buy, and a considerable feeling of depression has been prevalent. There is a useful selection on offer, which has failed to attract attention, and only a small business has been done, although holders have evinced a willingness to promote sales. Quotations are 6d. to 1s. per cwt. lower. In the public sales of Manila, 3,333 bags Muscovade were withdrawn, but have been sold since, good Taal at 27s. 6d., good Cebu at 28s. 3d., and 100 bags superior at 29s. 3d. The business reported on the spot by private contract has been confined to:—11,000 bags Muscovade Manila, low to good Taal at 27s. to 27s. 3d., fair to good Cebu at 27s. 6d. to 28s. 3d.

SPICES.—Cinnamon: Of 152 bales Ceylon, mostly of common quality, only part was sold, third to first quality, 1s. 8d. to 2s. 4d. Cloves: 6 cases fair Penang brought 9¾d.; 63 bags Zanzibar were bought in at 3¾d. to 3¾d. Mace: 10 cases were nearly all withdrawn, one lot good pale only selling at 2s. 10d. 17 cases Nutmegs were realised at previous rates, small 1s., middling to good middling 1s. 5d. to 1s. 9d., bold 3s. 8d.

SAPANWOOD.—At the public sales 11 tons Siam were bought in at £15, and of 38 tons Ceylon, 3 tons only sold at £11 per ton.

TIN.—There is little change to report in the market. The sales of Straits since our last report have been limited at unaltered rates. The current quotations for fine Straits are £91 10s. to £92 on the spot and £92 to £93 for arrival. The latest advices from Holland quote Banca 54½ guilders, and the price here remains the same, viz., £94. The Dutch Trading Company have given notice that for the 40,489 slabs Banca left unsold at the half-yearly auction in March, or for quantities of not less than 2,500 slabs, they will accept tenders on the 18th instant at not less than 55 guilders, being the bought in price in March.

ARTICLES OF EXPORT.

The latest London quotations are as follows:—

IRON.—Welsh bars, £6 5s.; Staffordshire bars, £7 5s. to £7 15s.; nail rods, £7 5s. to £7 12s. 6d.; hoops, £8 5s. to £9; sheets, £9 to £9 10s.; discount 2½ per cent.

COPPER.—Ore, 14s. 6d. per unit net; Spanish cake, £76 to £77 per ton; Australian, £82 to £83; English tough, £81 to £83; best selected, £84 to £85; sheet, sheathing, &c., £85 to £87; discount 3 per cent.

YELLOW METAL.—Sheets, 4 feet by four, 7d. to 7¼d. per lb.; sheathing and rods, 7¼d. to 7½d.; discount 8 per cent.

LEAD.—Pig, W.B., £21 5s. per ton; do., other brands, £19 5s. to £19 12s. 6d.; Spanish, soft (ex ship), £18 10s.; sheet, £20; shot (kegs extra), £22 10s. to £22 15s.; white do., £27 to £30; red do., £20 15s. to £21; discount 2½ per cent.

SPELTER.—Silesian, £20 15s.; English (smelted from ores) £20 10s. net.

QUICKSILVER.—In bottles of 75 lbs. each, £6 17s. per bottle; discount 8 per cent.

ZINC.—English sheet, £26 to £26 10s. per ton; discount 2½ per cent.

The following is from the Circular of Messrs. French and Smith:—

Our market has continued quiet. Welsh Iron in better demand.

Tin without much change. The English smelters issued circulars on the 5th inst. making the price £96 Blocks and Ingots and 97s. for Bars; this reduction had previously been discounted.

Copper quiet. The ore at the sale in Swansea on the 9th inst. realised an average of 14s. 6d. per unit.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From.	At.
June 4	Elliotts	Douglas	Colombo	London.
May 31	Allegonda Jacoba	Mammes	Java	Off Dungeness.
June 2	Padang Packet	Hindecoper	Padang	Texel.
— 2	Hokuloa (barq)	Reiners	Bankok	Deal.
— 3	Tahti	Dahlberg	Java, for Rotterdam	Off Dover.
May 31	Reflect	—	Sourabaya, for Rtrdm.	Off the Casquets
June 5	Loo Chow	Beal	Singapore	Deal.
— 3	Baltimore	Wyn	Banjoewangie	Texel.
May 23	Lansdowne	Spowart	Foochow	New York.
— 25	Shakspere	Dalglish	Do.	Do.
June 4	Pieter	Hoogerwerff	Pasaroeang	Brouwershaven.
— 4	Cornelis Gips	Romyn	Banjoewangie	Do.
— 4	Juanita	John	Do.	Do.
— 4	Noach II.	Wierikx	Batavia	Do.
— 4	Corn. Mathilda	Houtkoper	Banjoewangie	Do.
May 22	Annie Brayinton	McDougall	Shanghai	Montreal.
June 5	George Heinrich	Schmidt	Bankok	Bremen.
— 5	Winfield Scott	Rand	Pasaroeang	Texel.
— 2	Pepita	Merens	Manila	Cadiz.
— 7	Bellatrix	Haacke	Sourabaya	Off Dungeness.
— 7	Christine	Jensen	Singapore	Do.
— 5	Australie	Zeylstra	Batavia	Brouwershaven.
— 9	Hortensia	Eilersen	Manila	Liverpool.
— 9	Bonnie Dundee	Connor	Akyab	Do.
May 20	America	Ferreiros	Macao, &c.	Havana.
June 9	James Paton	Allison	Singapore	Clyde.
— 7	Rudolph	Oelrichs	Do.	Altona.
—	Christian Rankin	—	Ceylon, via London	Clyde.
— 11	Ellen Browse	Jones	Colombo, &c.	London.
— 10	Otto	Grounebeck	Singapore, for Altona	Off Falmouth.
May 28	Arbutus	Turnbull	Padang	New York.
June 10	Aria and Betsy	—	Java, for Amsterdam	Off Dungeness.
— 8	Faedrenesminde	Ohlsen	Saigon	Bremen.
— 10	Constance	Schroot	Tjilatjap	Helvoet.

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
—	Susanna and Elizabeth	Van der Heyde	Batavia	Rotterdam.
June 8	Oscar Vidal	Beng	Hong Kong	Cardiff
— 2	Alice Taiuter	—	Nagasaki	Swansea.
— 2	Stanley	Doughty	Hong Kong	Sunderland.
—	Iris	Horn	Hiogo	Hamburg.
— 4	Garibaldi	Le Bœuf	Hong Kong	Cardiff.
— 6	Eleanor	Fountizie	Padang	London.
— 6	Eastern Star	Kirkaldy	Hartlepool and Singap.	Do.
—	Wilhelmina Clara	—	Batavia	Amsterdam.
—	Jason	—	Do.	Off the Wight.
— 4	Betty	—	Do.	Shields.
— 5	Carmelita and Ida	Jensen	Hong Kong	Do.
— 8	Southern Cross	Macdonald	Colombo & Cannanore	London.
— 8	Constantia	Reay	Singapore	Do.
— 8	Ensign	Duncan	Cardiff and Singapore	Do.
— 5	Fair Leader	Newman	Shanghai	Liverpool.
— 9	James Shepherd	Jean	Do.	London.
— 9	Polmaise	Butler	Do.	Do.
— 9	Helpmeet	Reid	Tientsin and Chefoo	Do.
— 6	Auguste Frederik	Brecke	Singapore	Shields.
— 5	Heimath	—	Batavia	Newcastle.
— 12	Ocean Rover	Hammond	Colombo	London.
— 12	Helpmeet	Reid	Tientsin and Chefoo	Deal.*
— 11	Noord Brabant	Obercliff	Singapore	Cardiff.

*After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Solent, John C. Munro. For Yokohama and Nagasaki: Star of the East. For Amoy and Chefoo, Chanticleer. For Amoy, via Cardiff: Herald of Light. For Shanghai: Lammermuir, Merse, Mary Ann Wilson, Indian Empire. For Hong Kong: Finzel, Red Deer, Dunkeld, Cissy, Louisa, Whitehall, Roslin Castle. For Batavia and Sourabaya: East Lothian. For Singapore, Shanghai, Yokohama, and Nagasaki: Nymph (str.) For Singapore: Florence Nightingale, Sree Singapura, Petchelee, Bristow. For Penang: Alice. For Colombo: Thames, Palmerston.

At LIVERPOOL.—For Yokohama and Osaka: La Serena, Portinscale. For Shanghai: Cleta, For Hong Kong: Malvina Vidal, Lota. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.). For Batavia: Koffyboom, Johanna Christina. For Singapore: Jane Blythe, Bravo. For Manila: Magallanes, Amigos, Ardanza. For Batavia and Sourabaya: Tjillingsie. For Sourabaya: Laurens Coster. For Colombo: Sunnyside.

At GLASGOW.—For Hong Kong: Alida. For Singapore: Harrington. For Penang: Bogota. For Batavia and Sourabaya: County of Argyle.

SPOKEN.

PEGASUS, London to Shanghai, April 21, 1 N., 20 W.
ANTONIA FRANCISCO, Batavia to Rotterdam, April 23, 1 N., 21 W.
GRENADIER, of Liverpool, for Japan, April 22, 11 S., 30 W.
SILENTIUM, Banjoewangie to Holland, April 10, 1 S., 21 W.
HUMME (Am. ship), Boston to Bat., 91 days out, Feb. 23, 33 S., 97 E.
WALDEMAR (Dth. bg.), Buenos Ayres to Batavia, March 4, 11 S., 104 E.
KOLGA (?) (Ham. bq.), Cronstadt to River Amoor, March 30.
No. 8709, 3rd d.p., Plmth. to Hg. Kg., April 24, 36 days out, 7 S., 31 W.
BELLE, Nagasaki to New York, May 3, 5 N., 34 W.
RAGNA, London to Java, April, S., 21 W.
CONCHITA, Manila to Cadiz, May 17, 33 N., 49 W.
NATURALIST (ship), Colombo to London, April 2, 20 S., 3 W.
MADAGASCAR, Cardiff to Hong Kong, March 29, 22 S., 27 W.
GUSTAV. ADOLF, Bankok to Falmouth, April 27.
WILLEM KR. PR.D. NEDERLANDEN, Java to Rtrdm., April 11, 36 S., 21 E.
NIEUW WATERWEG, Batavia to Amsterdam, April 29, 32 S., 29 E.
BANTAM, Sourabaya to Amsterdam, April 3, 26 S., 55 E.
BORNEO (Amer.) New York to Batavia, March 27, 21 S., 31 W.
KERGORD, Ceylon to London, 23 S., 69 E.
MATILDA (Dutch barque), Samarang to Rotterdam, 2 N., 24 W.
ARACAN (Dutch bq.), Bali to Hamburg, April 25, 2 N., 25 W.
BILDERDYK (ship), Amsterdam to Batavia, April 22, 1 S., 22 W.
GEORGES (ship), London to Shanghai, April 25, 3 N., 23 W.
BELGRAVIA (bq.), for Shanghai, 25 days out, April 19, 1 N., 21 W.
DOUGLAS CASTLE, London to Shanghai, 32 days out, April 16, 1 S., 22 W.
OCEAN EMPRESS, Cardiff to Shanghai, April 15, 1 N., 25 W.
FADERS MINDE, China to Bremen, 110 days out, May 17, 35 N., 39 W.
SENIOR, Amsterdam to Sourabaya, April 19, 19 N., 25 W.
PRINCES AMELIE, Amsterdam to Yokohama, April 3, 129 W.
ROLLO (barq.), London to Shanghai, 33 days out, May 10, 3 N., 23 W.
BENJ. BANGS, Cardiff to Shanghai, May 28, 49 N., 9 W.
D. H. WATJEN (barq.), Cardiff to Shanghai, April 7, 18 S., 26 W.
PERU, Newport to Hong Kong, April 19, 3 N., 24 W.
LANSDOWNE, Foochow to New York, April 3, 18 S., 4 W.
HESPERIA, Colombo to London, April 29, 4 N., 24 W.
FLOWER, Manila to New York, May 28, 25 S., 59 E.
MINERVA, Ceylon to London, April 8, 35 S., 22 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain without alteration, and tonnage is plentiful. Coal freights from the Northern outports are still low, and business dull.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight and 35s. meast.; per steamer, £6. To Nagasaki: 40s. weight., 50s. meast., per steamer, £6. To Shanghai: 40s. weight., or meast., per steamer, £6. To Cheefoo: 45s. weight or meast. To Hong Kong: 40s. weight, 30s. meast. To Amoy: 45s. weight or meast. To Manila: 50s. weight or meast. To Singapore: 30s. weight or meast., per steamer £5. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £48. For Shanghai: £51. For Hong Kong: £42. For Singapore: £29. For Batavia: £29. For

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Galle, £31. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 5s. For Shanghai: £2 8s. For Hong Kong, £2. For Manila, £1 17s. 6d. For Singapore: £1 10s. For Galle, £1 10s. For Colombo, £1 8s.

The Admiralty have invited tenders for the conveyance of 6 tons (heavy) and 12 tons (light) naval common, 8 tons naval sails, 3 tons naval bricks, 10 tons naval cordage, 4 tons naval masts, 37 to 48 ft. by 7 to 12 ins., at Deptford; 3 tons naval iron cables, at Woolwich; 1 ton medical stores (including 19 cases carbolic acid, about 29 feet in all, to go on deck), at Deptford; to be shipped from the Thames, for Trincomalee direct. Also for 22 tons (light) measurement stores, to be shipped from the Thames to Colombo.

CASUALTIES.

The Veronica, Greener, from Sunderland for Galle, put into Algoa Bay, April 30, for medical assistance, having been pooped in the tail of a S.W. to E. cyclone, April 24, when the master, second mate, and a boy received serious injuries.

Advices from Port Elizabeth, dated 28th April, state that the Navigator (Russian barque), from Java to Amsterdam, with sugar, tobacco, &c., put into that port, April 21, leaky, and was being discharged to ascertain the position of the leak.

The Auguste Frederik (Prussian barque), Brecke, from Shields to Singapore, arrived at Gravesend June 9, having been in collision early on the previous morning off Dungeness, through which she lost bowsprit, cutwater, and received other damage.

The Helpmeet, which sailed from London June 9, for Tientsin and Chefoo, got in contact the same day with a collier brig in Limehouse Reach, and had to bring up at the buoys off Blackwall, with loss of foretopgallantmast, and damage to shrouds and standing rigging.

The Constance, Kimmerer, from Sunderland, for Batavia, arrived at Lisbon June 10, reported very leaky.

MISCELLANEOUS.

At ST. HELENA.—April 28, Sea Flower, Talbot, from Zebu, and sailed 29 for New York; 29, Neptunus, Lodewyk, from Batavia, and sailed 30 for Rotterdam; Dodo, Stolt, from Penang, and sailed 30 for London; May 1, Nereus, Planten, from Batavia, and sailed 2 for Rotterdam; 4, Anna Maria, Jager, from Sourabaya, and sailed 5 for Amsterdam.

At TABLE BAY.—April 25, Supply, Conway, from Hong Kong, and sailed for Boston; 27, Ville de St. Lo, Dubois, from Macao, and sailed 30 for Havana.

Off MOSSEL BAY.—April 30, Christ. Elisabeth, from Batavia.

At ALGOA BAY.—April 29, Johann Smidt, Hagermann, from Saigon, for Falmouth; 30, Veronica, Greener, from Sunderland for Galle.

At MAURITIUS.—April 29, Diomed (str.), from Liverpool, and left for Singapore, China, &c.

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Do.	Sept. 15, 1868	10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

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ELECTRO-SILVER PLATED ON HARD NICKEL SILVER.

* A138 † A74 ‡ A132 § A808

		Knife and Fork in Case complete.
A139	Pair Fish Carvers, in Case, Silver Ferrule, Octagon Ivory Handles, Plain Blades	£0 18 6
A136	As above, only the Blades handsomely Engraved and Pierced	1 7 6
* A138	Do., do., handsomely Chased Blades and Fork, Silver Ferrules, good Ivory, rounded Handles ...	1 10 0
† A74	Do, do., very handsomely Chased and Pierced Blades, heavily Silver-plated Scroll Handles ...	1 18 0
A135	Do., do., good Ivory Handles, Pierced Blades, Engraved with Landscape, well designed	1 18 6
§ A808	Do., do., new and elegant design, oval Blades, Engraved solid spoon-shape Handles, Beaded and Scroll pattern	2 5 0
A219½	Do., do., well designed, richly Engraved and Pierced Blades, beaded and Silver-plated Trowel-shaped Handles	£2 6 0
A151	Do., do., round end good Ivory Handles, with Silver Ferrules, handsomely Pierced and Engraved Blades (with Landscape)	2 10 0
‡ A132	Do., do., handsome Carved Ivory Handle five-prong Fork, beautifully Pierced and Engraved Blades (with View)	2 15 0
P712	Do., do., very handsomely Chased Blades, extra thick Reeded Ivory Handles	3 12 0

A GREAT VARIETY OF OTHER PATTERNS CONSTANTLY IN STOCK.

SOLID SILVER, £4 5s., £5 5s., £5 15s., £6 10s., £8 5s.

Table Cutlery, Ironmongery, Dressing Cases, Bags, &c.; the most costly Stocks in London.

Observe the Address, MAPPIN & WEBB, 77 & 78, OXFORD-STREET, & 71 & 72, CORNHILL, LONDON.

THE LONDON MANUFACTORY, WINSLEY-STREET, OXFORD-STREET.

COSTLY ILLUSTRATED CATALOGUES ARE SUPPLIED ON APPLICATION.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

OVERLAND ROUTE.—Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for

GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY. — From Southampton, every Saturday.

CEYLON, MADRAS, CALCUTTA, BATAVIA, SINGAPORE, CHINA, JAPAN. — From Southampton every fortnight—the day of departure being Saturday.

AUSTRALIA, KING GEORGE'S SOUND, MELBOURNE, SYDNEY, &c., &c. — From Southampton, once a month—the day of departure being Saturday.

The Steamers leave Marseilles every Sunday.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London, or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 9th, 16th, and 24th, and from PANAMA on the 1st, 9th, 17th, and 24th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route*, thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line, from Southampton every Tuesday.

And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departures for China will be from San Francisco:—

August 3rd, Sept. 1st, Oct. 3rd, Nov. 2nd, Dec. 3rd.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 4.30 P.M. for—
MESSINA, ALEXANDRIA, ADEN
POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month at 4.30 for—
MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendome, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

From Havre, June 18, July 2 and 16.
From Brest, June 20, July 4 and 18.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 735f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co. Agents, 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

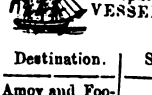
THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

CHINA AND JAPAN, &c.

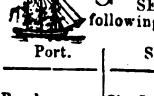


ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Amoy and Foochow-Foo ...	Chanticleer	A1 10 yr.	W.I.D.	June.
Hong Kong ...	Dunkeld	A1 11 yr.	W.I.D.	With des.
Yokohama and Nagasaki ...	St of the East	A1 14 yr.	W.I.D.	With des.
Tient. & Chefoo	Helpmeet ...	A1 9 yr.	S.K.D.	With des.
Singapore	Petchelee ...	Brck/bnk	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court Cornhill, London; or York Chambers, 55, King-street Manchester.

INDIA CHINA, AND JAPAN.



GELLATLY, HANKEY, SEWELL and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Docks.	Dates.
Bombay	Sir J. Lawrence	A1 13 yr.	E.I.D.	June 20
Do.	British Flag.....	AA 1	E.I.D.	July 10
Calcutta.....	Saint Marnock ..	AA 1	E.I.D.	June 20
Shanghai.....	Lammermuir ...	AA 1	E.I.D.	June 18
Do.	Merse	A1 13 yr.	E.I.D.	July 5
Sing., Yokohama, Ngaki.	Nymph (s.s.) ...	A1 16 yr.	E.I.D.	June 17

For Freight or Passage apply at York-street Chambers, 8, York-street, Manchester; or 27, Leadenhall-street, London, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Indian Empire.....	A1 14 yr.	E.I.D.	June 20.
Hong Kong ...	Red Deer ...	A1 10 yr.	E.I.D.	With des.
Do.	Mikado(new)	A1 16 yr.	W.I.D.	To follow
Yokohama, (Kanagawa)	J. C. Munro	A1 12 yr.	E.I.D.	With des.
Do.	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatin.	Ships.	Class.	Tns.	Dock.	Date of Sailing
Colombo ...	Palmerston.	A1 15 yrs.	978	W.I.D.	June 20
Mangalore Calicut, Beypore, & Cochin	Maid Marian	A1 9 yrs.	600	L.D.	June 10

No 22, Great St. Helen's, E.C.

STEAM to SINGAPORE, SHANGHAI, YOKOHAMA and NAGASAKI. To sail on the 20th of June, touching at St. Vincent and the Cape to coal, the magnificent new composite, Clyde-built, screw steamship NYMPH, A1 at Lloyd's for 16 years, 812 tons register, horse power 100 nominal, 480 indicated. This splendid vessel, built by Messrs. C. Connell and Co., of Glasgow, is guaranteed to steam the whole distance, and affords a most desirable opportunity for shippers requiring despatch. Her cabins are fitted with every convenience for the accommodation of passengers.

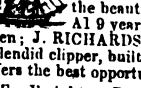
For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, London, E.C.

To follow the "Finzel."

FOR HONG KONG, the well-known clipper ship CISSY, A1 10 years; 649 tons register; T. SPENCER, Commander; loading in the East India Docks. This magnificent vessel offers a favourable opportunity to Shippers requiring despatch and speed.

For Freight or Passage, apply to the Owners, TEMPERLEY, CARTER, and DARKE, White Lion-court, Cornhill; or to MARTIN MOORE and JORDISON, 147, Leadenhall-street, E.C.

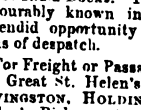
To follow the "Life Brigade" Will be very quickly despatched, having the greater portion of her cargo engaged.



DIRECT FOR MANGALORE, CALICUT, BEYPORE, and COCHIN, the beautiful clipper ship MAID MARIAN A1 9 years; 311 tons register, 600 tons burthen; J. RICHARDS, commander; London Docks. This splendid clipper, built in 1864, and coppered in July, 1867, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. With immediate despatch. To follow the "Southern Cross," having the greater part of her cargo engaged.



DIRECT FOR COLOMBO, the splendid high-classed British-built ship, PALMERSTON, A1 15 years, 894 tons register; J. N. SEAGROVE, commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents a splendid opportunity to shippers and passengers desirous of despatch.

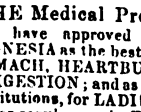
For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Louisa."

FOR HONG KONG, the fast sailing clipper, ROSLIN CASTLE, A1 12 years, 644 tons register; JAMES ALEXANDER, commander; East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C.

With despatch.



FOR SHANGHAI.—The well-known Clipper, MARY ANN WILSON, A1 14 years; 944 tons register; D. RITSON, Commander. East India Docks. This beautiful ship has a poop, with excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES, CHILDREN, and INFANTS and for regular use in WARM CLIMATES.

DINNEFORD & CO.

CHEMISTS, &c.,

172, NEW BOND-STREET, LONDON

And of all other Chemists throughout the world.

N.B.—Ask for DINNEFORD'S Magnesi

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 15, 1868.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 285.] LONDON, SATURDAY, JULY 4, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	Homeward. Received this day.
JAPAN — Osaka and Hiogo	—	—	Apr. 15
Yedo	—	—	May 1
Yokohama	May 6	Apr. 28	May 3
Nagasaki	—	—	May 5
Hakodadi			
CHINA — Peking	—	—	Apl. 29
Tien-tsin	—	—	May 2
Chefoo	—	—	May 3
New-chwang	—	—	Apr. 19
Hankow	—	—	May 6
Kiu-kiang	—	—	May 6
Chin-kiang			
Shanghai	Mar. 18	May 4	May 9
Ningpo	—	—	May 7
Foochow	—	—	May 6
Formosa—Tamsuy			
Amoy	—	—	May 7
Swatow			
Hong Kong	Mar. 27	May 6	May 15
Canton			
Macao			
PHILIPPINES—			
Manila	Mar. 6	Apr. 20	May 8
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	May 17
MALACCA STRAITS—			
Singapore	Apr. 18	May 20	May 23
Penang	Apr. 10	May 16	May 17

THE MAILS &c.

The present inward Mail was due on the 28th ult., but being delayed by the accident to the *Surat*, was not expected until Monday; its delivery to-day is owing to the Bombay Mail being two days early. The French Mail, with Hong Kong dates to May 25, was expected to arrive simultaneously with it, but is not in yet. The next inward P. and O. Mail, with Hong Kong dates to May 29, will be due on the 13th inst.

Telegrams from Shanghai to June 8, Hong Kong 13, were received yesterday. As regards Shanghai they had been anticipated by a Kiachta telegram received on the 29th June, announcing the safety of all the treasure ex *Benares*, and a small portion of the silk.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, June 27.—To Yokohama: Mr. M. Brown. To Shanghai: Dr. and Mrs. Henderson, Mrs. W. Lay. To Ceylon: Mr. L. and Mrs. Byrde, Miss Browne. Miss Turner, Miss Harpour, Surgeon and Mrs. Kilroy, Assistant Surgeon Bennett, M.D. To Calcutta: Mr. and Mrs. A. H Vaux, Lieut. H. Grimes, Mr. W. Westland, Mrs. Ehrardt. Mr. Pead, Mr. Allardyce. Mr. Dowding, and eleven second-class passengers. To Madras: Mr. and Mrs. A. Green, Mr. J. M. Maskell, Mrs. M. Dunne, and two children. To Kurrachee: Mr. A. Herbage. To Bombay: Rev. W G. and Mrs. Sharpin, Mr. G. N. Brown, Mr. J. Milne, Mr. W. Goldie, Mrs. E. Nicholls, and eight second-class passengers.

From Gibraltar.—To Singapore, Mr. G. F. Vianna.

Per P and O. steamer Ripon, from Marseilles, July 5.—To Calcutta: Captain Lockwood, Mr. A. Robertson, via Bombay, Mr. C. Peel. To Madras: Captain and Mrs E. A. Mottet. To Bombay: Sir A. and Lady Grant. To Ceylon: Mr. J. Wickwar

From Suez.—To Calcutta: Mr. G. Conti.

Per P and O. steamer Massilia, from Southampton, July 11.—To Hong Kong: Mrs. Browne. To Ceylon: Lieut. and Mrs. Carlow, Ensign Owen, Assistant-Surgeon Barry.

Per P. and O. steamer Travancore, from Marseilles, July 19.—To Hong Kong: Mr C S Stewart. To Singapore: Mr. Paul Lessler, Mr. C. Owen. To Ceylon: Mr. A. Stopford, Mrs. Phillips.

From Suez.—To Yokohama: Mr. A. Rhode. To Hong Kong: Mr. Oscar Wisler.

Per P and O. steamer Bangalore, from Southampton, July 25.—To Hong Kong: Capt. H. J Raby, V.C.

Summary of News from the Far East.

JAPAN.

OSAKA AND HIOGO.

The *Japan Times Overland Mail*, of May 2, announces that the Mikado has left Kioto and is now in Osaka. His leaving Kioto is in itself a revolution, and we may well believe the report which has reached us that he has offered to the Ministers to throw open the whole of Japan to foreign trade and travel. On the 18th April the Mikado passed in review the European men-of-war lying there—a small steamer, the *Najasaki*, being put in requisition as his yacht. On the following day one of his Imperial Majesty's uncles and a suite of kuges and Daimios visited the *Dupleix*. Everything passed off without accident in the happiest manner.

A correspondent at Hiogo states that owing to the irregularity of the Pacific mail steamers there is a strong desire that the P. and O. Company should start a branch service through the Inland sea (between Yokohama and Shanghai, calling at Hiogo and Nagasaki). A fair supply of tea and silk was offering at reasonable rates. Rice and copper cash were also being exported; the chief foreign goods in demand were black cloth, blankets, and rugs, rifles and ammunition.

From Osaka we have no commercial news of any great importance. Everything is quiet, and the symptoms of a revival of trade are on the increase. The Mikado's authority seems to be quietly acknowledged, and if civil war break out again it will be in the North. Subjoined is the ultimatum of his Imperial Majesty to Stotsbashi; opinion is divided as to whether these hard terms will be accepted by the fallen chief and his northern friends, but the balance of probability appears to us to incline to the affirmative. Stotsbashi's policy throughout this long and delicate negotiation has been that of complete and self-denying submission—not to the southern Daimios, but to the Mikado—and this policy he is hardly likely now to change. Perseverance in it is his only chance of an ultimate return to office; for it is not likely to be forgotten that, rather than involve the country in the horrors of a long civil war, he gave up all—place, dignity, wealth and power. His talents are indubitably great, and he possesses in so eminent a degree the friendship and confidence of the Foreign Ministers, that he would be a valuable councillor to the Mikado, while really no good end is to be served by his destruction. It should be noted that Yoshi-Hisa is really the personal name of the late Shiogoon, Stotsbashi being merely the title of the office he previously held. He has left Yedo, but whether to return, in obedience to this mandate, to his father's castle, or to gather strength elsewhere to resist the southern party, is as yet unknown. All that can be said is that resistance at this moment is less likely to be successful than if it had been attempted six weeks ago, and that, considering all things, the probabilities are greatly in favour of his acceptance of the Mikado's terms.

[TRANSLATION.]

"The conduct of Tokugawa Yoshi-Hisa having proceeded to such an extreme as to be properly called an insult to the whole empire, and having caused the deepest pain to the mind of the Emperor, both sea and land forces were sent to punish him. Hearing, however, that he is sincerely penitent, and lives in retirement, the excess of the Imperial compassion shall be exhausted, and the following commands be enjoined upon him; let him be respectfully obedient to them. A period of eleven days is granted to him in which to comply with all these orders.

"As the above period of eleven days is already a matter of great clemency, upon no account will any other request or complaint be listened to. The Emperor having established both his clemency and authority, will not allow any claims of alliance to have any influence with him. So be promptly obedient, and resort to no subterfuges.

"Article 1st.—Yoshi-Hisa having, on the 12th month of the last year and afterwards, insulted the Emperor, attacked the Imperial city, and fired upon the Imperial flag, was guilty of a most heinous crime. The army was accordingly sent out to pursue and punish him. But as he has manifested sincere contrition and obedience, has shut himself up in retirement, and begs that his crime may be pardoned: In consideration of the no small merit of his family which, since the time of his ancestors for more than two hundred years, has administered the affairs of the Government, and more es-

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pecially of the accumulated meritorious services of Mito zo-Dainagon (the father of Yoshi-Hisa), for these various considerations, of which we are most profoundly sensible, we give him the following commands, which if he obeys, we will deal leniently with him, grant that the house of Tokugawa be established [*i.e.*, not destroyed from the list of Damios], remit the capital punishment [his crimes deserve], but command him to go to the castle of Mito, and there live shut up in retirement.

"Article 2nd.—The castle [of the Shiogoon] to be vacated and delivered over to the Prince of Owari.

"Article 3rd.—All the ships of war, cannon and small arms to be delivered up; when a proper proportion shall be returned [to the head of the house of Tokuwaga, which is reduced to the rank of an ordinary Daimio].

"Article 4th.—The retainers living in the castle shall move out and go into retirement.

"Article5th.—To all those who have aided Yoshi-Hisa, although their crimes are worthy of the severest punishment, the sentence of death shall be remitted; but they are to receive such other punishment as you shall decide on. Let this be reported to the Imperial Goverment. This, however, does not include those persons who have an income of more than ten thousand kokus. The Imperial Government alone will punish such."

YOKOHAMA.

The present over due mail brings advices from Yokohama to the 3rd May. The outward mail of March 6th (the first under the new contract) was delivered on the 28th April, one day late. The *New York* sailed for San Francisco with the American mail on the same day. The following items of news are from the *Japan Times*:—

In our last we mentioned the visit to Yokohama of Ohara Sakino Gijiu. A higher officer of the Government is expected here daily, when the administration of affairs in this district will be formally, but quietly, handed over to him. No changes will be made in the subordinate offices, and only three, we are informed, in the higher departments of the local government. The foreign representatives acquiesce in the new order of things, and our *quondam* ally, "His Majesty the Tycoon of Japan," is abandoned to his fate. This has been strongly evidenced during the fortnight by the conduct of the American Minister with regard to the *Stonewall*, which arrived on the 24th instant. This powerful vessel, as our readers will remember, was sent by the American Government to the late Shiogoon last year, and had been paid for by his agents some years previously. Had she arrived three months ago the Shiogoon might have been at this moment supreme in Japan; were she handed over to him now the northern chiefs might renew the war with a good chance of success. But General Van Valkenburgh evidently considers the question of ownership to be as yet undecided. On her arrival, he ordered the Japanese flag to be hauled down and the American ensign hoisted, under which flag she is now lying in the harbour. She made a long passage, having left New York on the 28th of August last. This long delay apparently occurred chiefly while the ship was lying in intermediate ports, for her speed is undeniable; she made the run from Honolulu hither in twenty-nine days.

It is a noteworthy circumstance, by the way, that the Hawaiian Government, which takes every opportunity of cultivating friendly relations with Japan, advanced some thousand dollars for the *Stonewall's* expenses while in the harbour of Honolulu. But for this she might be lying there to-day.

Mr. Erasmus Gower, a civil engineer, whom the late Government engaged to report on some of their mines, and to suggest and direct improvements in their working, has just come down from the north for machinery which he had ordered, and which is now lying here. He speaks most favourably of a coal mine on which he has been at work, and there seems to be a near prospect of its rapid and profitable development. In our next we shall probably be able to give a few details regarding this highly interesting subject.

Three mails ago we reported the total loss of the Russian steamer *Wolga*, and the probable loss of one of her boats, which left the steamer with thirteen men in her and had not since been heard of. In her were Mr. Whittaker, assistant-engineer H.M.'s *Rinaldo*, and Mr. McCormick, a civilian passenger, with some coast seamen and Japanese. News has reached us of the missing boat—a Japanese having brought up information that some foreigners were on an island not very far from this. Mr. McCormick, a Portuguese named Jose, and the Manila men and Japanese are saved, but Mr. Whittaker, we regret to state, has succumbed to the hardships of the situation and is dead. H.P.M.'s *Vineta* went down to the island three or four days ago, but found it impossible to communicate with the shore, in consequence of severe weather and the heavy sea running. As soon as the weather moderates the men will be brought off.

REGINA *v.* SHORT.

Decidedly the event of the fortnight has been a trial in H.B.M. Consular Court, in which, on the information of the Municipal Dictator (Mr. Martin Dohmen), Mr. Short, a banker, was summoned to show cause why he did not abate a nuisance caused by the prosecuting witness's neglect of his duties; and, in spite of the clearest evidence, and in defiance of law, justice and equity was fined five dollars, and, in addition, soundly rated by Mr. Lachlan Fletcher, the Consul. The *Japan Times* publishes the proceedings in full, but the facts may be summed up briefly as follows:—

Mr. Short was accused, under a criminal information, of infringing the municipal regulations by "allowing filthy matter to run from his premises into the public street." On appearing before the Consul, he asked which of the regulations he had infringed. This the Consul declined to tell him, and insisted on an immediate plea of guilty or not guilty. Mr. Short naturally refused to plead until informed under what law he was to be tried; and after a long resistance the Consul at length took down his protest. Mr. Short then tendered evidence in support of his protest to prove that the regulations had never been approved and signed by the Secretary of State, and published as directed by the Order in Council. This was refused. Mr. Short then objected that the summons was informal and contained a false statement; the Consul himself admitted this, but said it was "a mere matter of form," and of no consequence. The Queen, he said, was the prosecutor, and was represented by the Court. Mr. Short naturally asked whether the Court could be at once prosecutor and judge, to which the Consul replied affirmatively. Mr. Short pleaded not guilty, under protest. It then appeared that no witnesses had been summoned, and even Mr. Dohmen, the accuser, was not present. Mr. Short accordingly again claimed his discharge, but it was refused, and a constable was sent out to find witnesses. He soon returned, having caught a French marine, who gave some hazy testimony to having at some time or other seen some dirty water flowing out of the compound of lot 79, whereas in the summons lot 78 was the subject of complaint. Mr. Short then produced evidence proving that, if any nuisance existed at all, it was solely owing to a defect in a drain which the Municipality were bound to keep in order. The Court, however, was deaf to all reason, and pronounced the sentence above recorded. On this, the report says, the whole of the spectators in court rose and left the room expressing their disgust. Mr. Short has, of course, appealed to the Supreme Court.

The *Japan Times* in commenting on this says, "Unless a vigorous stand be made at once here, and unless our efforts are well backed up at home, the opportunity which this case affords us of exposing the thorough imbecility of Consular Courts will be lost, and we shall have to go on for an unlimited period groaning under the tyranny of ignorance from which we have already suffered so much. . . . . Public opinion, once directed to this absurd anomaly, will surely protest against entrusting the power of the law to men totally ignorant of law, against the danger of permitting a Consul to be judge, jury, witness and counsel for the prosecution all at once, as in the case we record to day—against endowing a simple layman, with no special preparation whatever, with the functions of a Commissioner in Bankruptcy, Coroner, Judge in the Admiralty Court, Commissioner in Lunacy, Judge in the Divorce Court, Proctor, Notary Public, &c., &c., &c. Public opinion will surely be too strong for Mr. Hammond and the traditions of Downing-street, and will help us at last—and to the English press we confidently look to agitate for the relegation of Consuls to their proper business of aiding and protecting British subjects, and to procure for us the establishment of a legitimate court of law, where justice may be done, and the law of England administered by duly qualified judges."

CHINA.

TIENTSIN.

Dates by this mail are to the 3rd May, and the following extract from a letter published in the *North China Herald* gives an idea of the position of the rebels, &c.

MAY 1.

"About one A.M. on the 28th April his Excellency Chung gave information to Mr. Mongan, Her Britannic Majesty's Consul, that Generals Le-hung-chang and Tso-tsung-tang were close at hand with large forces. Mr. Mongan early on the previous day had issued a notification to the public acquainting it that H.B.M. gunboat *Dove* would supply the residents with arms, and that she was prepared to render every assistance possible in protecting the settlement. On the morning of the 28th April the United States Consul went down the river in the gig of the steamer *Manchu*, with Captain Clark, to make inquiries regarding the rebels from the villages where they were seen the previous afternoon. He found that the villagers had left their village, and had passed the night on the opposite side of the Pehio. They pointed out a newly-made grave, where they said they had just buried one of their people who was shot through the forehead because he had objected to let one of the rebels carry off his horse on the previous day. They said the rebels had killed another man whose body as yet lay unburied in one of the houses in their village. They said that only some eighteen or nineteen rebels had come to their place. They pointed to a village in a southerly direction, where they said a party of the rebels had passed the night. They thought that another body had gone to Seen-shwing-koo, the town half-way between Takoo and Tientsin. They said also that they had seen burning houses in a southerly direction all the past night. I rode to the Treaty Temple in the forenoon and found that the Imperial force had been largely reinforced on the south gate. Some eight hundred men passed through the gate to the outside of the ram-

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parts, while I was there, and took up a position about the eighth of a mile from it. A village was pointed out three miles distant which, I was told, was occupied by a body of rebels. I saw numbers of horsemen near it; but no movement was made by the Imperialists towards it, and no fighting took place while I was at the south gate. The superintendent arrived from the west gate, coming along the ramparts, while I was standing near the gate; and he told a gentleman present that the rebels, from the news he had received from his scouts, were making preparations to leave the neighbourhood of Tientsin. The Imperialists later marched outside the ramparts down towards the river, going in an easterly direction. I have not heard up to this hour (six P.M., April 28) that any fighting has taken place, but should I year any particulars regarding any attack on the rebel body I may yet be able to send you an account of it per *Manchu*.

"I do not suppose, however, that the rebels entertain the least intention just now of moving on to Peking, for I imagine from the rumours current their object at present is to take Tientsin and make themselves masters of the river from Takoo to Peking, and thereby cut off the rice supplies for the capital, and in this manner make it more easily taken at a later day. If the rebels can maintain their ground on the sea-board for only a short period, they will no doubt very soon get supplies of munitions of war from the sea; it is therefore of considerable importance to the Imperial Government that they should adopt at once stringent measures to prevent this, which I do not, however, hear they have yet commenced to do. The merchant steamers are at present leaving Tientsin loaded with manufactures and opium, holders here fearing that the rebels may any day become masters of the place, when lawlessness may reign throughout the city and suburbs, and the warehouses may be plundered or destroyed by fire.

"I have heard no news from Peking for some days past. Our races come off next week, but God only knows what may take place here in the meantime to interfere with our position at Tientsin."

MAY 2.

„Since writing to you yesterday, nothing of importance has occurred in regard to the position of the rebels. The authorities declare them to have gone south towards Tsang-chow about 150 *le* from Tientsin; the Chinese people state them to be about 50 *le* distant; and it is very probable that they are at both distances from Tientsin. The Imperialists are massing troops which have come from Paouting-foo and Hokeen-foo, around this place, and on the route to Peking; and it is consequently becoming more difficult every hour for the rebels to take any aggressiqe measures against this city. The French gunboat *Le Breton* last evening took up a position just below the Rampart fort, distant about a *le* below the British settlement, where her large gun at high water could sweep a good extent of ground over the 'plain outside the ramparts to the south east. The Russian Consul is daily expecting a gunboat from Amoor. The United States navy continues to remain unrepresented at this port, notwithstanding the large American shipping interests at stake in the Tientsin traffic. H.B.M. Minister has, I hear, directed Consul Mongan to urge upon the Consuls of Russia and American to address their naval authorities to bear an equal share in the protection of the place with France and England. It is rumoured, now, that the Emperor's uncle, Chung-keun-wang, is soon expected here with Manchoo soldiers."

SHANGHAI.

The outward mail of 18th March (French) reached on the 4th May. Dates are now down to the 9th. Telegrams *via* Kiachta had been received to the 14th April, and the line has been working very well, several messages, both out and home, being received in eighteen days.

On the 7th May Judge Hornby annulled the bankruptcy of Dent and Co., and the estate will be wound up under trustees as at Hong Kong.

Sir Rutherford Alcock has published a reply to the different memorials addressed to him on the subject of treaty revision, which had been far better left unwritten. There are many points in the document which require notice. The document is more a political essay than a categorical answer to the suggestions offered. On two points, however, it is emphatic—in condemning the suggestion that existing duties should be reduced by one-half, and in admitting the vexatious operation of the transit dues. In the latter question lies one of the main difficulties with which the negotiators will have to deal.

A meeting of land renters was held on the 4th, but the required number of voters not being present, the meeting was adjourned until the 11th. The *Herald* of the 9th says:—

The Municipal budget announces a surplus from the past year of 11,294 tls.; an income of 174,491 tls. for the ensuing year, and an expenditure of 184,655 tls.—leaving a balance in hand, on the 31st March, 1869, of 2,130 tls. The report of the Municipal Council for the past year contains several features of interest. Amongst others, it is in the highest degree unsatisfactory to learn that the new Land Regulations have yet been assented to by only two—the Dutch and Portuguese—Governments. It is also unsatisfactory to find that certain German firms, whose names are published in the report, decline to bear their just share in the burden of Municipal taxation. The Council wisely recommended that the present site for the new cemetery be adhered to, no other suitable land having been offered; besides which "the removal and re-erection of the chapel and lodge, and raising of the ground, &c., would entail large expenditure." Strange to say, Tls. 1,841 of the sums deposited in the late Municipal Savings Bank have not been reclaimed. The Receipts at the Local Post Office during the past year have been Tls. 3,232; during which time 118,000 letters have been despatched to and received from the outports, exclusive of local deliveries. The Superintendent of Police points out the lightness of the punishment awarded to Chinese thieves, which fails to deter them from crime and enables them to resume their habits at the end of a month after conviction.

We are glad to notice that the S.S.N. and U.S.N. Companies announce a reduction in fares by their river and coast steamers. We have always strongly advocated a step in this direction, and are sure the companies will not lose by their resolution. A trip to the river or coast ports is now attainable at reasonable cost.

A powerful opposition line of steamers to the S.S. N. Company is spoken of, but has not, we believe, been decided on. A reduction in the number of their boats running on the Yantze is announced during the ensuing fortnight. The dull state of the river traffic at present renders a third boat unnecessary.

The *Island Queen* went ashore, on her way to Foochow, on a rock not marked in the chart, and sustained some damage to her bottom. She put into Chipoo, whither H.B.M.'s steamer *Basilisk* went to her assistance, to protect her against probable danger from pirates. She found that the steamer had repaired damage and left; and contrived to get on another rock herself. She floated off, however, at high water without sustaining much injury.

The Inspector-General of Customs has announced that a general examination of foreign Customs employés will be held next year, when a certain knowledge of Chinese will be imperatively required.

A screw pile beacon is in course of erection on Block-house Spit—where several vessels have lately come to grief. The beacon will be visible five miles off, in clear weather.

We understand that material changes are likely to be soon made, in the organisation of the Harbour-Master's Department.

The Shanghai Rifle Club has won a Small Bore Match between it and the Hong Kong Club, by twenty-five points. The return Enfield match between the two clubs will be shot off in the course of next week.

Sir Edmund Hornby has delivered judgment in the case of The Creditors' Assignees of Mackeller and Co. *v.* the Chartered Bank, in favour of the former, as regards the following items out of the Tls. 57,000 sued for—Tls. 3,340., 7,463.78, 1,653.17, 2,300., 4,061.39, aggregating Tls. 18,825.54. [We understand that both parties are dissatisfied with this decision, and it will be appealed.]

In the case of the Russian firms at Hankow *versus* Jardine, Matheson, and Co., the Chief Judge has refused an application by the defendants for a new trial.

Business has been nearly suspended during the past week, on account of the races—not that most people care much about seeing them, but because race week has come to be recognised as a general holiday, of which half Shanghai takes advantage to go away for a trip.

The reports of mineral wealth in the Shantung hills, which tooks us by surprise some twelve months ago, are beginning to assume greater consistency. It was said last year that gold had been found in the neighbourhood. Mr. Alabaster, we hear, has just revisited the spot in question, and has brought back proof positive of its existence in the shape of that precious metal itself, some of which was washed out under his eyes. The "diggings" are about fifteen miles from Chefoo, and the gold was found within eight inches of the surface. The Chinese in the neighbourhood frequently wash for gold, but appear to do so more or less secretly, from fear of attracting the attention of the mandarins. They say that last year the yield scarcely paid the labour; but they have difficulty in digging deep, as the water flows in, and they dare not erect pumping machinery.

The result of the Shanghai spring races was as follows:—

Chu-ka-sa Cup	Snowden
Stand Sweepstakes	Rattler
Griffins' Plate	Kettledrum
Taoutai Cup	Chassepot
Ladies' Purse	Mors aux dents
Criterion Stakes	All Fours
Consul's Plate	Snowden
Cathay Stakes	Ramornie
Shanghai Derby	Zundnadel
Fakie Cup	Havannah
Celestial Cup	Snowden
Hack Plate	Starlight
Tsatlee Cup	Zundnadel
Caledonian Vase	All Fours
Shanghai Handicap	Rattler
Condordia Challenge Cup	Snowden
Hong Kong Cup	Kettledrum
The Misericordia	Marcus
Consolidation Plate	Oracle
The Scramble	Potshot

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HONG KONG.

The London mail of 27th March arrived out on the 6th May. The dates are now down to the 15th. One of the chief items of interest is that the Military Contribution had actually been enforced by the Governor, in accordance with strict orders from the Home Government. This is a sad commentary on the proceedings of the Association in London. The following is from the *Trade Report*:—

A meeting of the Hong Kong Legislative Council has been held within the last few days. Four or five new ordinances were introduced, of which the one most generally interesting related to a new measure to be directed against piracy. This Government has been for some time, it seems, in correspondence with the authorities at Canton, through the British Consul, and also with the Minister at Peking, in reference to a scheme for disarming native vessels. It must be understood that almost all Chinese junks on this coast go about with complete batteries of big guns, supplies of stinkpots, and so forth, ostensibly intended for defence against pirates. It is notorious, however, that large numbers of them are themselves pirates, who adopt the character of trading junks as a mere disguise. The question how to deal with them is one replete with difficulty, inasmuch as there can be no doubt that the dangerous character of the coast does expose any junks which may be *bona fide* honest traders to piratical attacks. Sir Richard MacDonnell has urged, however, that at all events as far as the stinkpots are concerned, these are almost entirely weapons of offence, and last month the Viceroy of Canton issued a proclamation requiring the disarmament of all fishing boats after a certain date in August, and the total abandonment by all junks of the practice of carrying stinkpots. The ordinance now introduced is to enable the Government of Hong Kong to make similar regulations affecting the native craft registered in this colony, and further to advance *pari passu* with the Chinese authorities of Canton in any further regulations developing the newly-adopted policy which may there be introduced. The new law will be of a rather sweeping character, but it may be regarded as experimental legislation, and if it be found to produce bad results the restrictions could be modified, The Admiral, Sir Harry Keppel, is understood to be in favour of the scheme—indeed, he proved, the Governor said at the Council. "a valuable ally" in the negotiations between this Government and the Chinese authorities.

Another meeting of the Legislative Council was held on the 6th, at which various ordinances were introduced. Mr. J. P. Duncanson was sworn in as a member, in the room of Mr. Francis Parry, resigned.

At this meeting of Council on the 6th the Governor introduced the Supplementary Estimates Ordinance, and said:—The estimated revenue and expenditure of the colony for 1867, was—revenue, 980,520 dols.; expenditure, 997,305.60 dols. The actual revenue and expenditure—including, for the purpose of comparison, the receipts and payments on account of the Imperial post-office has been—revenue, 963,519 dols.; expenditure, 835,032 dols. The revenue, however, appears more productive than it really should do, because a considerable portion, viz., 66,300 dols., is due to a sale of land, which belongs more to capital than revenue, and because a better system of collection of taxes enabled nearly all the rates due for the year to be collected during the year, and consequently left fewer arrears outstanding at the end. The Stamp Ordinance having been in operation only a few months during 1867, produced only 28,232 dols., but the monthly collections show that the receipts to be expected from the shedule then in force would produce in a year about the amount estimated, viz., 110,000 dols. The receipts from the Junk and Registration Ordinance have more than doubled what was expected. The expenditure shows a decrease of about 160,000 dols, but of this 94,000 dols. is caused by the non-payment of the Military Contribution, which forms a debt still due by the colony, and the remainder is principally attributable to the postponement of important public works, more especially the reservoir at Pokefulum, the reclamation of ground at Bowrington, and the paving of streets in Taipinshan. There is also a considerably diminished charge for gaols. The nominal excess of assets over liabilities, at the end of 1867, was something over 25,000 dols., or about that which was anticipated last August, when the estimates for the current year were in course of preparation. The supplementary estimates now submitted, amounting to nearly 135,000 dols., are not for any additional expenditure, but are merely brought forward to cover certain alterations which were found necessary in the appropriation of the expenditure. The 135,000 dols. now asked for, therefore forms a portion of the 835,000 of expenditure above shown, the actual expenditure in accordance with the original estimates having been only about 700,000. The detailed estimates to be sent round to members indicate exactly the services upon which the different appropriations have been made. A considerable sum is shown as expended under the head of police, the larger portion of which is connected with the raising and equipment of the Sikh force. In public works most of the alterations consist of small items which could not well be foreseen a year in advance, and of payments not estimated—because it had been anticipated that the works in respect of which the payments took place would have been completed in the previous year. The greater part of the sums required for roads, streets, and bridges are on account of Kowloon, the Government having been obliged to resume many of the lots sold. In special expenses there was a saving of most of the expenditure connected with a colonial gun vessel, but the purchase and fitting of a gunpowder depot and a floating police-station, and sundry other small expenses, have about exhausted the saving thus effected. The Ordinance was read a first time, and the Council then adjourned.

The *Daily Press* on the Military Contribution says:—"Parliament, we have urged over and over again, and now we repeat with renewed emphasis, is the only arena where this matter can be fought out with a chance of success for the colonists of Hong Kong. The Hong Kong Association was formed to bring the matter before Parliament, and if its efforts to do this should break down on the present occasion, it seems to us that the only course open to the Association and the colony is to take steps by which its determination to gain a hearing, at all events, may be carried out. If the matter were once fairly discussed in the House, and our claims to justice were overthrown, it might be urged with some reason that it was useless to struggle with overwhelming force. We do not say positively even then that it would be useless. On the contrary, the one great lesson taught by all public events is that preliminary defeat generally precedes ultimate success, and that nothing is fatal to the chances of a political undertaking in a good cause, except want of courage on the part of those who have it in hand. To imagine, however, that we can be defeated at all until our case has been listened to in the House would be absurd. These annoying checks in the beginning are trials of patience, but are in no way indicative of the way in which the trial of the real issue is likely to go, when a hearing may be at last secured."

Amongst minor items of intelligence may be mentioned the arrival in Hong Kong recently of certain Annamite ambassadors, who have been sent to thank the Governor for the assistance he rendered to a party of Annamites, who were taken by pirates some months ago, and sold as slaves in Macao to the Coolie dealers—the "emigration agents" of that settlement. The story of the way in which these unfortunate persons had been seized leaked out while they were still in captivity in Macao and the intervention of this Government procured their release. They were sent to their own country, by means of a subscription raised in Hong Kong.

It is to be regretted that some firms in Hong Kong are selling and *delivering* European imports to China on a credit of two and three months. They must have forgotten the sad result which attended this course at Singapore. It is sufficient to run the risk of the market, without delivering.

The Pacific Mail Company's steamer *China* was announced for San Francisco on the 25th May. Telegrams by her from Japan and China are now overdue.

The April number of *Notes and Queries* has been received, and contains many interesting items. The *China Magazine* is going on; and *Punch*, we observe, is to die, after one year's existence.

STRAITS SETTLEMENTS.

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SINGAPORE.

From this port we have dates to the 23rd May. The English mail of April 10th arrived out on the 12th May (one day early) and the French one of April 18th on the 20th May. London telegrams had been received to May 8th. The following summary of news is from the *Straits Times Overland Journal* of May 23rd:—

The *Malacca* (with the present homeward mail) arrived from China on the morning of the 21st and leaves with the home mail to-day at 2 P.M. According to the twenty-four hours in port clause in the contract she might have been despatched yesterday, but in deference to the expressed wishes of the community she has been detained until 2 P.M. to-day, her due date of departure.

The fortnight has been a moderately lively one, politically and socially speaking. The Legislative Council have had two sittings, and all the most important documents which were laid before the Council at its opening have been published, and having attracted considerable attention, have caused some discussion.

The question of most interest and importance has been the Supreme Court Bill, which has occupied most of the time of the Council, and is still under deliberation. The main point of interest to the community is, that the judges should be totally and absolutely independent of the Executive, any rule or regulation of the Colonial-office to the contrary notwithstanding. So far as the amended Bill goes, this is secured, but the Governor's Commission gives him power to suspend *any* official. There is a strong and universal feeling that our judges should be expressly excepted, should not be liable to be touched except by the Queen herself, who alone appoints them.

The Race Ball went off with great *eclat* and success in the Town-hall on the 12th May. There was a large and brilliant attendance of ladies, and his Excellency the Governor and our learned Chief Justice honoured the company by their presence. The Governor gives a ball in the Town-hall on the 26th May, in honour of Her Majesty's birthday.

To-day (Saturday, May 23) had been appointed by Government to be observed as a public holiday in celebration of the Queen's birthday by all Government officials, but owing to the mail leaving,

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the mercantile houses and banks cannot observe it as such, and to make up for this, Monday has been generally agreed upon as a holiday instead.

The *Bell of Southesk* arrived from London at Tanjong Pagar the 30th April with 865 tons of general cargo on board—this was discharged, and 817 tons of Singapore cargo shipped at the wharves in eight and a-half working days. She completed her loading on Saturday afternoon, the 9th instant. Out of this time more than half a day's work was lost by heavy rain. The *Bell* was only in port altogether twelve days.

We have been informed that the Rev. Julian Moreton, chaplain of St. Saviour's Church, Sarawak, has been appointed (by his Grace the Secretary of State for the Colonies) Colonial Chaplain at Penang.

We understand that Dr. King, assistant colonial surgeon at Penang, has lately resigned his appointment, and intends shortly proceeding to India, where, it is said, he will fill a higher appointment. We believe that Dr. Anderson, assistant colonial surgeon here, is to supply Dr. King's place temporarily at Penang, and Dr. Moniot will be appointed acting assistant colonial surgeon at Malacca, on the departure of Dr. Maingay to Burmah.

We understand that the British ship *Theresa*, at present in our harbour, has been chartered by the Madras Government for the conveyance of native troops from that port to Hong Kong. It will be remembered that the last two mail steamers from Galle, viz., *Ellora* and *Emeu*, brought troops from Madras for Hong Kong.

The weather has been very dry, and the atmosphere rather close and oppressive during the fortnight. Latterly there has been a good deal of thunder, followed, however, by but little rain.

In reply to a memorial from the Chamber of Commerce, the Governor has directed a measure to be drawn up for the prevention or summary punishment of the adulteration of gambier or any other produce. The following is the memorial :—

"The petition of the Singapore Chamber of Commerce showeth, That one of the principal exports from Singapore to Great Britain and the continent of Europe is gambier. That this article is manufactured by Chinese settlers in Singapore, and is besides imported in large quantities from Johore and the residency of Riouw.

"That gambier consists of the juice of the leaves of a shrub boiled down to a syrup and then dried in the sun. In Europe it is used for the purpose of dying and tanning, and when mixed with water and reduced to a liquid form it should give little or no solid residuum.

"That for some years past many complaints have been received by firms in Singapore exporting gambier of the article reaching Europe in an adulterated state, that is, mixed up with other substances to increase its weight and bulk. Tanners in England, who have been in the habit of employing it in their business, complain that instead of getting a pure article as in former times, they now find it to contain from twenty to thirty per cent. of worthless refuse.

"That from inquiries recently made by members of the Chamber it has been found that in Singapore clay is mixed with gambier, and in some cases the article offered for sale appears to consist almost wholly of clay coloured with gambier juice.

"That the practice of adulterating gambier to such a large extent as has been ascertained to prevail is calculated to inflict a heavy loss on the trade of this Settlement, as if allowed to go on it will cause a serious falling off in the export and a steady diminution in value. That already tanners in England who formerly used gambier are now substituting for it hemlock extract procured from America.

"That under these circumstances your Petitioners ventured to bring the matter to the notice of your Excellency and the Honourable the Legislative Council, in the hope that some means may be taken to prevent the injury to the trade of Singapore which the practice complained of is causing, and

"Your petitioners humbly pray that a law may be passed providing the summary punishment of persons proved to be guilty of adulterating gambier or other produce.

"And your petitioners will ever pray, &c.,

"True Copy.

"(Sd.) "A. LOGAN.

"*Secretary Chamber of Commerce.*"

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BORRADAILE—On the 17th June, at Banff, N.B., the wife of T. S. Borradaile, Esq., late of China, of a son, stillborn.

CAW—On the 1st May, at Manila, the wife of Thomas Caw, Esq., of a daughter.

HALKET—On the 23rd April, at Kiukiang, the wife of R. W. Halket, of a son.

HEARD—On the 11th May, at Caine-road, Hong Kong, Mrs. Augustine Heard, jun., of a daughter.

HORRELL—On the 4th May, at his residence, No. 8, Mosque-terrace, Hong Kong, the wife of Mr. J. B. Horrell, Royal Engineer Department, of a daughter.

LAMBERT—On the 29th June, at Furzedown, Abbey-wood, Kent, Mrs. R. C. Lambert, of a son.

MATHESON—On the 22nd June, at 8, Holly-place, Hampstead, the wife of Ewing Matheson, of a daughter.

MAXWELL—On the 1st May, at Hankow, the wife of R. Maxwell, Esq., of a son.

ODELL—On the 28th June, at Kilcleagh-park, Westmeath, the wife of Thomas S. Odell, Esq., of a daughter.

RAY—On the 6th May, at No. 8, Seymour-terrace, the wife of S. K. Ray, Esq., Staff Assistant Surgeon, of a son.

THORN—On the 14th June, at 45, Winchester-terrace, Chelsea, the wife of Alexander Thorn, of a son.

TURNER—On the 1st May, at Hong Kong, the wife of the Rev. F. S. Turner, of a son.

MARRIAGES.

EHLERS—WITT.—On the 26th June, at the Church of St. Jacobus, Hamburg, Paul Ehlers, Esq., of Tulse-hill, London, formerly of China, to Maria Dorothea Henriette, second daughter of Claus Adolph Witt, Esq., of Hamburg. No cards.

FLETCHER—LITTLEDALE.—At the parish church, West Derby, by the Rev. Edward Royds, rector of Brereton, assisted by the Rev. W. T. Newenham, Alfred, son of William Fletcher, Esq., Toxteth Old Hall, St. Michael's, to Edith, youngest daughter of the late Thomas Littledale, Esq., of Highfield, near Liverpool.

SCHERESCHEWSKY—WARING.—On the 21st April, at the Church of Our Saviour, Hong-que, Shanghai, by the Rev Elliot H Thomson, the Rev. S. I. J. Scheres-chewsky, of Peking, to Susan Mary, daughter of Wm. P. Waring, Esq., of Brooklyn, U.S.A.

DEATHS.

BLAKELY—Early in May last, at Chorillos, Peru, of yellow fever, Theophilus Alexander Blakely, late Captain in the Royal Artillery, only surviving son of the late Very Rev. Theophilus Blakely, Dean of Down, aged 41.

BRIGGS—On the 19th June, at South-wood, Sydenham-hill, Samuel Briggs, Esq., for many years established at Alexandria, in Egypt, and formerly British Consul there, in the 93rd year of his age.

BURNS—On the 4th May, at Newchwang, the Rev. W. C. Burns, of the English Presbyterian Mission.

HUXTABLE—On the 16th June, at Bayswater, John Huxtable, late of Singapore, in his 45th year.

JEFFREY—On the 7th May, at Shanghai, George Jeffrey, aged 51 years, late Usher in the Supreme Court, and formerly of Gordon's Force.

LOVELL—On the 19th April last, at Nagasaki, Japan, where he had gone for the benefit of his health, Edward W. Lovell, Esq., aged 31, late of Kiu Kiang and Shanghai, China, youngest son of the late Charles Wells Lovell, Esq., of Gray's-inn, and Hagbourne, Berks.

PETERSEN—On the 19th March, at Newchwang, Peter Petersen, a native of Wexio, Sweden.

Mr. George Lyall again appeared this morning at the Bankruptcy Court, and without hearing his counsel the Commissioner (Holroyd) pronounced his discharge. We shall give the decision in our next in full.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The import dealers had shown more confidence, and though little business had been done, there had been more talk about it. Cotton Yarn had been quitted to a fair amount, the lower prices tempting speculators. 16-24's and 28-32's remained the favourite counts. Stocks had been largely increased. Holders of Grey Shirtings had shown more firmness, and little real business had been done, deliveries having been to a great extent for re-export. In Woollens good assortments of Camlets had been readily saleable. Black was worth $17.50 to $18; Scarlet, $18.50 to $19. Inferior cloth (Unions) 60c. to 80c. per yard; Pilot cloth, 80c. to 95c. The demand for Blankets had fallen off. For Fancy Goods there had been no inquiry. The trade in Arms continued brisk. The closing quotations were:—G. E. Grey Shirtings: 7 lbs. 38½ yards 39 in., per piece $2.30 to 2.40; 8 lbs. 4 to 8 lbs. 8 do., $2.75 to 2.85; 9 lbs. do., 44 in., $3.25 to 3.35. G. E. White Shirtings: 56 to 60 reed, 40 yds. 36 in., $3.30 to 3.60; 64 to 72 reed do., $3.70 to 4.10; T-Cloths, 6 lbs. to 7 lbs., $1.70 to 2.05; Handkerchiefs, assorted, per doz., 65c. to 1.10; Brocades and Spots (White) per pce., $3.25 to 3 30; do.(Dyed) $3.40 3.60. Cotton Yarn—Nos. 13 to 24, per picul, $39 to 40; do. 28 to 32, $42 to 43; ditto 38 to 42, $39 to 40. Camlets, BBB and S, 56 to 58 yds. 31 in., per piece, $16 to 17; ditto, SS, ditto, $15 to 16; ditto, SSS, ditto, $13 to 14; Union Camlets, $10 to 11; Lastings, 30 yds. 31 in., $14 to 15; Crape Lastings, ditto, $5 to 11; Iron, Flat and Round, per picul, $2.75 to 3.20; ditto, Nail Rod, $3 to 3.20; ditto Hoop, $4 to 4.25; ditto, Pig, $1.25 to 1.50; ditto, Wire, $6.50 to 7; Steel, $7 to 8; Lead, $7.50 to 7.75; Tin Plates, per box, $7.25 to 7.50; Quicksilver, per flask, $60 to 70.

HANKOW.—The demand for all descriptions of manufactured goods had been unusually restricted. Grey Shirtings of medium weight had, owing to discouraging advices from the interior, suffered a serious decline in value, and 8¼ to 8½ lbs. were quoted, by last accounts, Tls. 2.2.4 to 2.3.0 per piece. Heavy cloth was scarce, and firmer. For White Shirtings the demand had been trivial. T-Cloths had not been saleable to any extent. Grey Drills, of English make, had found buyers, in small lots, at better rates. Fancy Cottons had experienced a small inquiry, but at lower figures. Camlets had been dull of sale, and the same remark applied to Lastings. Scarlet Long Ells had been in speculative inquiry, and large sales had taken place at about last mail's rates. Medium and Broad Cloths had experienced no change. Spanish Stripes had been in no request.

SHANGHAI.—Cottons: The market for all kinds of manufactured goods had been very quiet during the fortnight, and transactions had taken place to a very limited extent. Shortly after the departure of last mail telegraphic advices were received from England, via Kiachta, which strengthened the market for 8¼lb. Grey Shirtings, the value of which advanced to Tls. 2.2.7 to Tls. 2.3.3 per piece; later accounts from Tientsin, had, however, caused a reaction, and these goods could not be quoted higher than Tls. 2.2.3 to Tls. 2.3.0. per piece; 7lbs. have also given way in value. White Shirtings had found buyers to a small extent only, lower counts being those in most favour. T-Cloths had been in moderate inquiry at about last mail's figures. In fancy goods not much business had been passing. Three vessels have arrived from England with general cargoes. Woollens: Spanish stripes, medium broad, and habit cloths had been in the most limited inquiry. Camlets had not met with much attention. Long ells had been taken to a fair extent, and prices had improved. Lastings had not been asked for. The speculative inquiry for figured Orleans noticed in our last report had quite died out, and sales had been on a small scale during the period under review. Metals: Flat and round, and nail rod iron had improved in value, and for the latter description a good demand had existed. Lead had declined in value, but at the reduced quotations there were buyers. For tin plates and steel the market had been quiet. Coals: The demand had been very limited, and although the arrivals had been unimportant, the market had shown less firmness in consequence. Cardiff were sold from ship in small lots at tls. 12.0.0 to 11.7.5 per ton, but for a full cargo lower prices were offered. English: Sales have been made at tls. 10.7.5 from ship for a part cargo. American: Without arrivals and transactions. Australian: The last arrivals

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had not been offered on the market. Formosa: Sales reported at tls. 7.5.0 to 7.8.0 by the cargo from ship. Japan: Sales had been made at tls. 7.5.0 per ton from ship. Arrivals had been: 2,804 tons from Great Britain, 782 tons from Australia, and 644 tons from Japan; in all, 4,230 tons. The quotations were:—Grey Shirtings: 7 lbs., 1.9.0 to 1.9.5 per pc.; 8.4 to 8.6 lbs., 2.2.3 to 2.2.9; 9 to 9.12 lbs., 2.7.0 to 3.2.5. White Shirtings: 56 reed, 2.0.5 to 2.1.5; 60, 2.2.0 to 2.2.5; 64, 2.3.0 to 2.4.0; 66, 2.4.5 to 2.5.2; 72, 2.6.5 to 2.7.0; 80 to 84, 3.0.0 to 3.1.0. T-Cloths: 6 lbs., 1.4.5 to 1.8.0; 7, 1.7.0 to 2.1.0; 8 to 8.4, 2.3.0 to 2.8.0. Camlets, English: S, 56 yards, 13.0.0 to 13.5.0; SS, 12.5.0 to 13.0.0; SSS, 10.0.0 to 10.5.0. Spanish Stripes: 0.5.8 to 0.7.0 per yard. Medium Broad and Habit Cloth: 0.9.0 to 1.1.0. Long Ells: Scarlet, 24 yards, HH, 6.3.0 to 6.5.0 per pc.; CPH, 6.4.0 to 6.4.5; Assorted, HH, 6.5.0 to 6.6.0 Lastings, 30 yards: 11.5.0 to 12.2.5. Iron: Nail Rod, 2.6.0 per pl.; Hoop, 2.4.0 to 2.5.0; Flat and Round, 2.6.0. Lead, 6.3.5 to 6.6.0 per pl. Tin Plates: 4.8.0 to 5.0.0 per box. Steel, 4.0.0. to 4.5.0 per tub.

FOOCHOW.—The sales of manufactured goods had consisted of 800 pieces, 8¼ lbs. Grey Shirtings at $3.20 to $3.25 per piece, and 1,200 pieces T-Cloths at $2.60 per piece. Lead was in active demand, and a large quantity just arrived would not more than meet the immediate requirements of the teamen. Sales during the fortnight had been: 1,200 piculs lead at $11 per picul; 100 boxes tin plates at $10 per picul.

HONG KONG.—Messrs. Olyphant and Co.'s circular offers the following remarks:—We have to report the largest fortnight's business in manufactures ever known in the colony, though by far the greater portion of that business has been made up of speculative purchases by foreigners, who entered the market in consequence of the continued advices of advancing prices in Manchester. Attention has been particularly directed to Nos. 16 to 24 Yarn, and 8.4 lbs Grey Shirtings, though 6, 7, and 8 lbs. T-Cloths have also found some favour. Cotton Yarn: Sales of all kinds amounted to about 1,950 bales, including some 300 bales Bombay and 60 of Singapore cargo. The advance in prices is $12.50 to $15.00 per bale, and the market closes very firm, though the inquiry has at present ceased. Piece Goods: We refer above to the large business in Grey Shirtings, and free purchases of T-Cloths; 7 to 8.4 lbs. Grey Shirtings are up 10 to 15 cents, 8.8 to 10 lbs. do. 5 to 10 cents, and T-Cloths 10 cents per piece, and most other descriptions have similarly advanced, Brocades, Spotted Shirtings, and Chintzes being the exceptions. White Shirtings are in large supply, and not much inquired for. English Drills are wanted. There are no American manufactures on offer, the small parcels brought by recent arrivals all going forward to Shanghai. Woollens: Transactions in these goods, as usual at this season, have been very trifling. Assorted Long Ells are nominally a little lower; Scarlet are unchanged. Blankets have further advanced. Lastings and Camlets are rather firmer. Metals: Inquiry generally has been less active, and Nail Rod, Bar and Hoop Iron, Steel and Tin are a little lower. Wire is steady. Lead is again dearer, and Quicksilver has advanced 1$ per picul. Coal: Arrivals have been 560 tons Welsh, 1,820 tons Sydney, and 47 tons patent Fuel—almost all to consumers. The only sale has been 120 tons English at $14. Holders are firm at quotations. The quotations were:—Grey Shirtings, 7 lbs., $2.45 to $2.50 per piece; 8 lb., $2.80 to $2.85; 8.4 lb. $3.00 to $3.10; 8.8 lb., $3.10 to $3.15; 9 lb., $3.45 to $3.55; 9.4 lb., $3.60 to $3.65; 9.8 lb., $3.75 to $3.80; 9.12 lb., $3.90 to $4.00; 10 lb., $4.15 to $4.25; White Shirtings, 54 to 60 rd., $2.20 to $2.50; Spotted Shirtings, White, $2.80 to $2.90; Assorted, $3.80 to $3.90; Turkey Red Shirtings, $2.55 to $2.95; Chintzes, $2.00 to $2.40; Long Ells H Scarlet, $8.50 to 8.60; II Assorted, $8.10 to 8.80; HH Scarlet, $8.70 to 8.75; HH Assorted, $8.30 to 8.50; Spanish Stripes, Scarlet, $0.80 to 0.90 per yard; Assorted, $0.78 to 0.95; Blankets, 10lb., $5.75 to 6.50 per pair; ditto, 7lb., $4.00 to 4.25; Lastings, $14.00 to 15.50 per piece; Camlets, $14.50 to 21.25; Dutch, ditto, $22.50 to 27.00; Iron, Nail-rod, $2.90 to 3.05 per picul; Square, Round and Flat bar, $3.10 to 4.30; Hoop, $3.40 to 3.50; Wire, $8.50 to 9.50; Steel, $4.20 to 5.50 per tub; Lead, $8.80 to 9.00; WB, $9.30 to 9.60; Tin, Malacca, $24·25 to 24.75; Straits, $20.25 to 22.50; Tin Plates, $7.10 to 7.50 per box; Quicksilver, $65.00 to 66.00 per picul; Spelter, $6.25 to 6.50.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—After the departure of the last mail the market became quiet, and little business was done until the receipt of somewhat more favourable advices from home by the mail of the 6th March; since when operations had been on a larger scale, and settlements for the fortnight amounted to about 1,000 piculs, almost entirely for the American market; prices remained without change, but closed firm. Arrivals had been small, and stocks were reduced to about 800 piculs. The P.M.S.S. Co.'s steamer New York took 44,151 lbs. The quotations (laid down in London, all charges paid at exchange 4s. 5½d.) were:—Finest, 1s. 6½d. to 1s. 7¼d.; Fine, 1s. 5d. to 1s. 6¼d.; Good Medium, 1s. 3¾d. to 1s. 5d.; Medium, 1s. 2¼d. to 1s. 3¼d.; Good Common, 1s. 1d. to 1s. 2½d.; Common, 10¼d. to 1s. 0¾d.

HANKOW.—Advices had been received of the opening of the market up country at about the same rate in copper cash as last season, but the value of this coin having depreciated, the cost in Sycee was about Tls. 1 to 1½ under last season. Prices, however, were expected to advance. No musters had come to hand, and no reliable advices as to quality. Arrivals in bulk were not expected prior to the 23rd or 24th May.

KIUKIANG.—Advices from the interior report that of late the weather had been unfavourable for picking the leaf, and it was feared might injure the flavour of the Teas; it would certainly retard the arrival of first parcels by at least a week. An unusually large number of Hongs had been opened, and it was surmised that there would be much competition, and that laying down cost of first parcels would be higher than that of last season. In the Hohow district large quantities of tea were being prepared for the Foochow market.

SHANGHAI.—The Chamber of Commerce report states:—"Black: No business has been transacted, and there is no stock remaining. The picking of the new leaf must have commenced some days back, and in the course of a few days information concerning its quality and price will be received. Anxiety has been shown latterly, owing to the continued rain in the districts, and, should the weather not improve, it is feared that the quality of the crop will be affected by it. The weather this season shows a marked contrast to that of last. This year there has been much rain in the Tea countries, whilst last there was hardly a shower for months. Green: No transactions. Sun-dried musters of the new Pingsuey and Hoochow leaf have been received, and first chops of the former will probably reach Shanghai in little more than a month hence. Natives state that the cost of the Pingsueys will be over that of last year, owing to increased competition in the district."

FOOCHOW.—Advices had been received from all the districts in the interior, and reported an active competition for first parcels of leaf, and the purchase of considerable quantities at prices Taels four to five in advance of last year's opening rates. Pak Lings had been settled at an advance of Taels two to four, and an advance similar to that in Congous had been paid for small parcels of Oolongs. No musters (except of a few Pak Lings) had come to hand, and no information as to the general quality of the crop had been received. Messrs. Rusden, Phipps and Co., in their review of the last tea season, offer the following remarks:—The production of the first crop was not so large as in the previous season, but the remunerative prices paid by foreigners stimulated production later on, so that the total supply of the season would probably have exceeded that of the season 1866-67 but for the unfavourable accounts received from England of the out-turn of the first arrivals. This, by stopping demand, checked supplies; and it will be seen, on reference to the tables, that our total export shows a falling off of about 2,500,000 lbs. One reason for the falling off of supplies has been that buyers from Kiukiang have competed in the Upper Sinchune districts. This has been the case, to a trivial extent, for two or three years previous, but has not before assumed sufficient dimensions to render it worthy of notice; and this is the reason why Teas of the Kaisow character are now received from that port.

CANTON.—The following is from Messrs. Oliphant and Co.'s report:—"We have now to advise the commencement of the season of 1868-69, the market for new Canton Teas having been opened during the interval, we regret to say, at extreme prices, which can hardly be expected to result in good. Buying has been confined, almost entirely, to two houses, and we are somewhat at a loss to account for their precipitate action, the bulk of the purchases being made from box musters, representing chops which are really not yet in existence. In the districts having Foochow for an outlet new leaf has been actively competed for at a marked advance on last season's rates, but of these in the vicinity of Hankow markets opened under last season's prices, though some advance was expected to take place. The markets in the Kiukiang districts had not opened. It is to be hoped that Congou buyers will be less sanguine than their brethren at Canton, but we fear the effect of telegrams now coming forward from London, and the presence of a number of new buyers, well supplied with Credits. The rate of freight for new teas has not yet been fixed, but will probably be £5 to £4. 10s. Tonnage promises to be scarce in China waters for some months to come, and we look for full rates for teas throughout the season." On the 1st May 1,800 boxes Congou were settled at Tls. 27 to 29, followed next day by further purchases at higher prices. The Scented Tea Market was opened on the 8th, and several chops of both decriptions were sold at extreme prices. Settlements were as follows:—Canton District Congous, 7,500 boxes at Tls. 26 to 31; Scented Orange Pekoe, 17,000 boxes at Tls. 31 to 38; Scented Caper, 29,000 boxes at Tls. 27½ to 37; Gunpowder, 7,500 boxes at Tls. 25 to 27; Young Hyson, 500 half-chests at Tls. 30½.

SILK.

YOKOHAMA.—Confidence appears to be to some extent restored in the interior and arrivals had been decidedly freer. The continued anxiety shown by foreigners to secure all fine silk had kept up prices to our last quotations, in spite of the rise in Exchange. Settlements were estimated at 420 piculs and unsold stock at 200 piculs. It would seem almost premature to speak of the new crop, but the silkmen consider its prospects favourable. It was more than probable that a considerable quantity of this year's produce would appear in next year's estimates, for there was certainly a large amount of silk left upcountry, which could not be brought down until the political disturbances ceased. The weather had been favourable, both for leaf and worm. The quotations (laid down in London all charges included at exchange 4s. 5½d.) were:—Mybash and Sinchu, Extra, 37s. 1d.; Best, 34s. 2d. to 36s. 1d.; Inferior, 32s. 3d. to 33s. 5d.; Medium, 25s. 2d. to 29s. Oshu, Extra, 35s. 4d. to 36s. 6d.; Best, 33s. to 35s.; Medium, 28s. 3d. to 31s.; Inferior, 23s. 7d. to 25s. 7d. Koshu, Best, 30s. 1d. to 32s. 2d.; Medium, 25s. 11d. to 28s. 3d.; Inferior, 22s. 9d. to 24s. 4d. Sodai, Best, 29s. 5d. to 31s.; Medium, 26s. 8d. to 28s. 8d.; Inferior, 23s. 7d. to 25s. 6d. Achezan, Best, 27s. 1d. to 28s. 8d.; Medium, 23s. 7d. to 25s. 6d.; Inferior, 17s. 8d. to 21s. 6d.

SHANGHAI.—Mr. Holdsworth's Circular, dated 7th May, is as follows:—"The latest advices received from England since the date of my last silk circular of the 22nd April are by letters to the 27th March, and by telegrams via Kiachta to the 14th April,—the latter reporting the London market firmer. The business transacted in this market during the past fortnight has been of a very trivial nature, the settlements being estimated at about 300 bales, chiefly the lower classes of Tsatlees and Taysaams, and a few parcels of Re-reels and Throwns, which have been purchased at prices about the same as those ruling at the close of the previous mail. Owing to the limited business transacted the quotations may be considered nominal. The receipts from the interior during the past two weeks having been in excess of the sales, the unsold stock has slightly increased, and may be estimated at about 300 to 400 bales, amongst which there is scarcely a parcel of good Silk. The reports from the producing districts respecting the new crop continue satisfactory, the weather having been fine and warm, and, should it remain as propitious during the next two weeks, a considerable increase in the crop of 1868-69, as compared with that of the past season, is expected. In Haining district the worms are reported to be in their fourth stage, in Karshing in their third stage, and in their second in Nanzing and neighbourhood. Hank musters are expected to arrive in about twenty days, and bale samples in about a month hence."

CANTON.—It is asserted that the inclement weather has more seriously

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injured the first crop of new silk than was previously anticipated, the yield being estimated at but 50 per cent. of last year's. Strengthened by this, holders of the few remaining parcels of old Silk had advanced their prices some $30, at which they were very firm. Sales of 20 bales Tsatlees and 12 bales Loongkongs (not strictly No. 1), at $510 were reported.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 5¼d.	4s. 5¼d.
Shanghai " " ...	6s. 0d.	6s. 0¼d.	6s. 0¼d.
Canton " " } Hong Kong " " } Macao " "	4s. 4½d.	4s. 4¾d.	4s. 5¼d.
Singapore " " ...	4s. 4d.	4s. 4¼d.	4s. 4¾d.
Manila " " ...	4s. 4¼d.	4s. 5d.	4s. 5d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	301 to 303	217 to 219
" Hong Kong	27½ dis.	—
Bar silver	111·5	11½ prem.
Mexican dollars	75·1	1½ prem.

Bons, at Yokohama, 292 to 293 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 2½; Old, 15 per cent. premium.
China Gas Company, 40 dols. per share.
Hong Kong and Whampoa Dock, New, 7; Old, 15 per cent. premium.
Union Dock Company, 16 per cent. discount.
China Traders' Insurance, 160 dols. premium.
Hotel shares, 32½ per cent. discount.
Hong Kong and Macao Steamboat Company, 1 per cent. premium.

The following is from Messrs. Sharp and Co.'s Circular :—

Exchange.—A further advance has taken place in sterling exchange during the past fortnight, and it is well maintained at the close of business for the present mail. Business commenced with Bank bills, six months' sight, at 4s. 4d., and credit at 4s. 4½d. The mail from Europe, with dates to the 27th of March, arrived on the 6th instant, as also the direct steamers from Calcutta; and the rate for bank bills, in consequence of their advices, advanced to 4s. 4½d., six months' sight, and credits were placed at 4s. 4¾d. to 4s. 5d. The demand for Bank bills has been small, but nevertheless, owing to the scarcity of private paper, no better rates could be had than 4s. 4¼d. All the banks but one will draw at this rate—thus establishing it firmly, and showing a decided advance on last mail's rates. H.M.'s Treasury bills were competed for as usual by public tender, and accepted at 4s. 3⅞d. to 4s. 3⅞d., but only a small lot offered at this rate, say £12,000. The estimated amount of business by the present opportunity, exclusive of Treasury bills, is about £140,000, say £110,000 bank bills, £120,000 private paper, and ten lakhs rupees.

Bullion.—There is no bar silver on the market. A demand exists and the former extreme rate—say 11½ per cent. premium—would would be readily obtainable. A small parcel of sycee has been sold at 9 per cent. premium and in one or two instances 10 per cent. premium. Some parcels of Newchwang sycee have been sold at 9 per cent. premium. There is some demand for clean Mexicans for Shanghai.

Shares.—The share market has been exceedingly dull during the present fortnight, and there is little or no change to report in rates. Two or three lots of old bank have been placed at 14 to 15 per cent. premium, and at these figures the market closes rather firm, as there is a large order from the north in the market to-day. Several sales of new have been made at 2½ premium, but rates are a little firmer to-day. Steamboat are very dull and no sellers. There have been some small settlements at ½ to 1 premium. Early in the fortnight over 100 Hotels were settled at 30 discount, but they are now weaker and sellers at 32½ discount, at which rate a small lot is reported settled. A small lot of old Whampoa Dock have been placed at 15 premium, and there are sellers of new at 7 premium, but they are very dull at these figures. Union Dock have declined, and there are sellers at 16 discount; lower rates are looked for. An improvement is shortly expected in Bank and Steamboat shares, especially in the latter.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 29, off the Start, from Banjoewangie, for Amsterdam, Johanne and Wilhelm; off the Lizard, from Java, for Holland, Willem Kroonprins der Nederlanden; 4, at Liverpool, from Manila, Mary Ann Johnston.

DEPARTURES.—July 2, from London, for Cardiff and Penang, Helen's Bank; from Amsterdam, for Java, Java Packet, Bestenaer; June 29, from Liverpool, for Singapore, Joseph Hadyn; July 3, from London, for Hong Kong, Roslin Castle; 1, from Liverpool, for Batavia, Tjilingsie; 4, for Hong Kong, Malvina Vidal, for Shanghai, Cleta.

LAID ON.—At Liverpool, for Manila, Hong Kong; at London, for Colombo, Miranda; at Liverpool, for Manila, Aurora.

SPOKEN.—Maria Regina, Batavia to Amsterdam, May 15, 22 S., 5 W.; Fagel, Batavia to Amsterdam, May 15, 23 S., 5 W.; Julia Ann, from Singapore, May 16, 24 N., 37 E.; Bella, Liverpool to Hong Kong, May 17, 19 S., 31 W.; Iron Queen, Liverpool to Singapore, 31 days out, 3 N., 20 W.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, 26 April, Fire Queen; from Shields 23, Abbaseerward; from Newcastle, 24, Isabella Brown; from United, States, 24, U.S. st. Stonewall.

At SHANGHAI.—From London, 4 May, Elizabeth A. Oliver, 6, Gossamer; from Cardiff, 25 April, George Avery, and Robin Hood; from New York (via Hong Kong), John Norman.

At HONG KONG AND CANTON.—From London, 5 May, George Croshaw; from Liverpool, Achilles str.; 13, Mataura; from Swansea, 1, Eleanor; from Cardiff, 2, Osborne; from Hamburgh, 8, Amaranth; from New York, 5, Windward; 1 Maumee; from Callao, 1, Lima. (From London, Chusan, Dunmail, reported by telegram).

At MANILA.—None.

At SINGAPORE.—From London, May 20, Velocity; from Cardiff, 13, Erasmus; from Newport, 14, Chancellor.; 18, Courage; from Rotterdam, 14, Pantaloon; from Rio Janeiro, 14, Agnes; from Clyde, Edinburgh Castle; from Liverpool, Dromead (steamer); from London, Ocean Belle (reported by telegram).

At PENANG.—None.

At BATAVIA.—From Glasgow, City of Perth; from Liverpool, Baron von Heenstra, Clarendon, with cargo of Majestic, from Liverpool, transshipped at St. Helena.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For Callao, 6, Emily Flinn.

From FOOCHOW.—For London, May 28, Taeping; 30, Lahloo (with new teas, reported by telegram).

From HONG KONG and CANTON.—For Callao, May 9, Cary and Jane.

From MANILA.—None.

From SINGAPORE.—For London, May 12, Belle of Southesk; for Liverpool, 14, Maraquita; 19, Huntley Castle.

From PENANG.—For London, May 2, Salado.

VESSELS LOADING.

At YOKOHAMA.—None.

At SHANGHAI.—For London, Argonaut, Forward Ho! Leander; for United States, none.

At HONG KONG and CANTON.—For London, Belted Will, Undine; for New York, Jane Woodburn.

At MANILA.—For New York, Fleetwing, Sumatra.

At SINGAPORE.—For New York, Benares.

At PENANG.—For London, Ceylon.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—No vessel on the berth for Europe or United States.

At SHANGHAI.—The vessels on the berth for home have not commenced loading, and no rate has yet been fixed for the new teas. The Eliza Shaw has left for Hankow to take the berth for London.

At FOOCHOW.—The freight market has not opened, and there are no vessels in port.

At HONG KONG and CANTON.—For London and New York, the Wemyss Castle has been closed to load tea at Foochow at £4 per ton for the former, and the Jane Woodburn to load at Whampoa at £3 12s. per ton for the latter. The Belted Will has taken the berth at Whampoa for London direct, and the Undine is to follow; no rate having been stipulated yet.

At MANILA.—To London via Zebu, £4 15s. per ton of 20 cwt., all round; for New York, $14 per 4 bales; ballasting, with dry sugar, at £3 5s. to £3 10s. per 20 cwt. Tonnage required.

At SINGAPORE.—None.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 23 ...	Margarete ...	Shields ..	Shanghai
,, 26 ...	Tricolor ...	Cardiff ...	Japan
,, — ...	Reine de Ciel Esperance	Manila ...	London
,, — ...	Gaspee ...	Manila ...	New York
,, — ...	Queen of the Ocean ...	Shields ...	China
,, — ...	Sir Jamsetje Family ...	Manila ...	London
,, 27 ...	Coulnakyle ...	London ...	Amoy
,, — ...	Silaco ...	London ...	Shanghai
,, 28 ...	Douglas ...	Swan River ...	Shanghai
,, — ..	Adriana Petronella ...	Liverpool ...	Hong Kong
,, — ...	Hartford (st.) ...	Singapore ...	New York
,, — ...	Madawaska ...	Boston ...	Shanghai
May 1 ...	Suomi ...	Macao ...	Havana
,, 2 ...	Isle of Wight ...	Cardiff ...	China
,, — ...	Mathilde ...	Hong Kong ...	New York
,, 7 ...	Vanguard ...	Sarawak ...	London
,, 8 ...	Sir Ralph Abercromby	Zebu ...	London
,, — ...	Hamburger ...	Saigon ...	Bremen
,, — ...	Ernst ...	Bangkok ...	Falmouth
,, — ...	Margaret ...	Foochow ...	Melbourne
,, 10 ...	Coriale ...	Saigon ...	Bremen
,, — ...	Peter Rohland ...	China ...	Falmouth
,, — ...	Yokohama ...	New York ...	Hong Kong
,, — ...	Dunmail ...	London ...	Hong Kong
,, — ..	Nicholson ...	London ...	Shanghai
,, — ...	Coral Nymph ...	London ...	Shanghai
,, — ..	City of Aberdeen ...	London ...	Shanghai
,, 11 ...	Robertus Hendrikus ...	Sunderland ...	Batavia
,, — ...	Lanercost ...	London ...	Yokohama
,, — ...	Clarendon ...	St. Helena ...	Batavia
,, 16 ...	Moss Trooper ...	Glasgow ...	Singapore

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MISCELLANEOUS.

THE CHASSEPOT RIFLE.

The report of Marshal Niel to the Emperor on the efficiency of the new weapon is a document of no little interest, seeing that it affords the only means we have (pending another European war) of judging of its relative powers as compared with our own breech-loader. Another circumstance which invests the report with additional importance to our readers is the exportation of a large number of these rifles to Japan, to arm the troops now being equipped there by the Government on the European model. The report deals at considerable length with numerous trifling defects that have been complained of, and shows how some of these are imaginary, while others have been, or will be, remedied. The most interesting part of it, however, is that which presents an analysis of the actual performances of the new rifle with the one hitherto in use. A comparison of the average number of hits with the old Minie rifle and with the Chassepot at various ranges gave the following results:—At 200 metres, Minie 30·8, Chassepot 69·8; at 400 metres, Minie 15·8, Chassepot 46·6; at 600 metres, Minie 8·3, Chassepot 36·1. At ranges of 800 and 1,000 metres, at which practice with the Minie Rifle was of course impracticable, the Chassepot gave an average of 28·4 at 800 metres and 24·7 at 1,000 metres. The report goes on to say that "at long ranges of 1,000 metres the favourable results exceed the average effect of the old rifle at 400 metres, and reach the double of those obtained previously at 600 metres, the extreme limit of range with the old rifle." These results, it must be owned, are tremendous; and if the Chassepot and Snider arms should ever come to be opposed to one another in earnest, whatever the ultimate result may be, the carnage will be frightful. One thing, however, is very certain—such fighting could not last long.

GUNBOATS FOR CHINA.

The Gnat, 2, double-screw composite gun-vessel, Commander C. B. Theobald, left Plymouth on the 18th ult. for China.

Messrs. J. Reid and Co., of Port Glasgow, have launched a composite twin screw gunboat, named the Pert, built to the order and from the designs of the Admiralty. The dimensions of the Pert are as follows:—Length between perpendiculars, 155 ft.; breadth (extreme), 25 ft.; depth in hold, 10 ft. 9 in.; burden, 464 tons. The engines are of 120-horse power, nominal; they were constructed at Sheerness, and were fitted up on board while the vessel was on the stocks. The Pert is one of a fleet of eight gunboats building for the suppression of piracy in the China seas; her armament consists of two 6½-ton Armstrong guns and two 64-pounders.

CHINESE AND ABYSSINIAN COURAGE.

The following appeared lately in the *Daily News*:—"Sir,—In some otherwise admirable remarks on Sir Robert Napier and his gallant little army, you observe that 'the enemy was not a Chinese army which could be routed by a mere display of vigour, or by force of making a loud noise.' I may perhaps be permitted to recall to your memory the last two campaigns in Northern China. In that of 1860 the name of Robert Napier first acquired prominent distinction. The Taku forts were captured after a most heroic resistance on the part of the Chinese and Tartar defenders. The slaughter was great, and our loss was by no means inconsiderable. Still more to the point was the experience of the previous year, when, on the 25th June, 1859, we sustained from the same forts a heavy repulse. One of our very first admirals, Sir James Hope, and several of his captains were wounded—some mortally; and out of an attacking force of 1,200 men, we had to deplore the enormous loss of 400 *hors de combat*. On these occasions, as well as others, the Chinese fought not only with the greatest courage, but with so much skill as to give rise to the erroneous suspicion that they had Russian leaders. I believe that, without undervaluing his fellow conquerors of Theodore, Sir Robert Napier would be the first to admit that he had quite as hard a nut to crack at Taku as at Magdala. Our soldiers and sailors, who have braved death in many forms, and many of whom have lost life and limb in obtaining great commercial advantages for their country, will be the last to disparage the heroism of their Chinese foes, even when the victory by superiority in arms and discipline was comparatively easy. But when the struggle was arduous and sanguinary, it is but fair to accord to even a barbarous enemy the meed of courage which is his due. And from the excellent tone of your comments on the followers of Theodore, I have no doubt you will admit an apology for the vanquished of the Peiho.—I am, &c., "ONE WHO WAS THERE."

STEAM FIRE-ENGINES FOR SINGAPORE.—Two new steam fire-engines of a medium size have just been shipped from the works of Messrs. Merryweather and Son, of London, for the service of the fire brigade of Singapore. The authorities were induced to adopt steam fire-engines in consequence of the feeble effects produced by manual-power engines on large fires, especially in tropical countries, and of the great benefits that have been found to accrue from their now extended use. The engines in question are of the pattern "L'Imperatrice," one of the engines for which this firm were awarded the first prize and only gold medal at the late Paris Exhibition.

PROFESSOR RISLEY and his Japanese troupe have left London for a month, to fulfil a special engagement at Madrid, appearing the first day before her Majesty the Queen of Spain. At the expiration of the month the Japanese and their manager return to England, and make a tour in the provinces.

THE Viceroy of Egypt recently had constructed in France a floating dock of iron, which was towed to Alexandria. It was experimented upon a few days back by means of a steamer beloning to the Messageries Imperiales Company. The result was, that in six hours the steamer was left completely dry, and could be examined.

Advices from San Francisco state that the Pacific Mail Company's steamer *Colorado* sailed on the 3rd of June for China and Japan, with a large amount of freight, $640,000 in treasure and 240 passengers.

Continental Intelligence.

FRANCE.

THE SUEZ CANAL.

The Legislative Body has voted, not unanimously, as was expected, but by the large majority of 179 to 8, the Bill which authorises the Suez Canal Company to raise 100 000,000f. by lottery. The minority who voted against the law did so, not because they were opposed to the Suez Canal, but because they disapproved what they think is a most unusual mode of raising money. In alluding to the fact of capitalists declining to come forward, M. Jules Favre observed,—"Capital is free, and whatever be the motive that actuates those who withdraw it, we may be certain that there is every chance of the enterprise being a bad one." He continued:—

"How, then, are you trying to get capitalists to aid you? By combinations which you feel require to be legalised, and which you admit to be at least open to suspicion, for these combinations closely resemble a lottery. I have not forgotten an expression used by the Government Commission, to the effect that a temptation should be held out to capitalists, and this temptation is nothing more or less than a gambling operation, appealing to their cupidity—to that insatiable desire which takes possession of certain imaginations to make fortunes without labour or industry. This is your new allurement; it is precisely the immoral practice which was condemned by the law of 1836. The capital you want is thus obtained; but intelligent and free capitalists have withdrawn, and you make an appeal to stupid capitalists and to speculation. Left to its own natural force, the Suez Canal Company would not find the capital it wants; and it is only by having recourse to what each of us admits to be a bad institution, to a lottery, to cupidity, to passion, to throwing on the gambling table a million a year, that you hope to get it."

At these words there was some interruption, and the Marquis d'Havrincourt observed that even if it were so it should not be avowed in a French Chamber. M. Jules Favre rejoined:—

"I confess I do not understand the interruption. What! there is a principle of equity and of morality at stake, and it must not be declared in a French Chamber! This would be singular cowardice, against which I protest. For my part I do not belong to such a school, and I leave the responsibility of such doctrines to those who do."

The reproach of being bad Frenchmen was, it may be remembered, also flung at those who opposed the Mexican expedition, and it is now repeated against all who condemn, not the canal of Suez, but the means by which money is sought to complete it. And if the enterprise be a bad one, a good Frenchman must not dare to say so. What strikes one as very strange in this affair is, that while all Frenchmen, with hardly one exception, are loud in their praise of the canal, express confidence in the wonderful results to their own country, find no words strong enough for their admiration of M. de Lesseps, and their disdain of those who hint the slightest doubt about it, they still, with enormous capital lying idle, and when this great work is by all accounts so near its completion, will not venture their money unless tempted by the bait of a lottery.

IMPORTANT QUESTION OF INTERNATIONAL LAW.

A lawsuit involving important questions of international law is now before the French tribunals. It is an action which the Government of the United States has brought against Messrs. Arman and Erlanger for the recovery of 2,800,000 francs, paid by Southern agents for vessels built at Bordeaux for the Confederates. The speech of Maitre Moreau for the plaintiffs contained the following allegations:—At first M. Arman gave out that the vessels he was building were for service between Shanghai and San Francisco, and the French Government, believing his story, gave permission to put guns on board. When Mr. Dayman, the American Minister, brought the matter before M. Drouyn de Lhuys, the latter affected a *naive* incredulity as to a deputy belonging to the majority in the Legislative Body being capable of acting at variance with the policy of neutrality proclaimed by the Government; but after some discussion the authority to arm the ships was withdrawn. M. Arman afterwards pretended that he had sold his ships to the Danish Government, but the Danish Minister denied the transaction. M. Arman then declared that he had parted with them to the Swedish Government, and offered to show the contracts to M. Drouyn de Lhuys. Count Manderstrom was written to, and gave the most categorical denial to the assertions of M. Arman. M. Arman next announced in the papers that his *Yeddo* and *Osacca* would sail for China shortly, and soon after he sold both ships to Prussia, and so was paid for them twice, by the Confederate agents and by the Prussian Government. As regards the two steam rams, he indulged in a variety of manœuvres. He sent one to Denmark which he knew would not be passed by the Danish Admiralty, and on its way back to Bordeaux, when in the hands of a Danish crew, it was transferred to the Confederates, armed at sea, and christened the *Stonewall*. The other steam-ram, the *Cheops*, M. Arman also disposed of to the Prussians and was paid twice for. As for the *San Francisco* and the *Shanghai*, which were built at Nantes, seeing that they could not be delivered to the Confederates, he sold them to the Peruvian Government. After quoting several despatches in proof of his statements, Master Moreau argued that the money paid to M. Arman should be refunded. According to the terms of the American Constitution, Congress alone has the power of levying taxes, paying land and sea forces, &c.; and no State in the Union can contract any alliance, issue letters of marque, or give bills of credit. It was clear that these statutes had been disregarded by the Confederate agents, and that Captain Bullock had no right to dispose of the money which he had paid to M. Arman and his associates. In accordance with international law, added Master Moreau, the Confederate States have never existed, and it would be impossible

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to prove that they were ever recognised by the French Government. The only official act which mentioned the Confederates was the Imperial decree of June, 1861. The case is still pending.

NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 30.

The German Parliament having voted the sum of 16,000 dols. for the scientific expedition to observe the total eclipse of the sun on the 18th of August next, the members have been appointed by the Prussian Government, and will leave by the overland mail as soon as they have perfected the collection of instruments required for their different observations. The three principal members are Dr. Tietjen, of Berlin, Professor Sporer, of Anklam, and Dr. Engelmann, of Leipzig; these with their assistants will erect an observatory at Bombay, whilst Dr. Zenker and Dr. Vogel will proceed to Aden, where they are to take photographic views of the luminary at different stages of the eclipse.

At the annual general meeting of the Austrian Agricultural Society, held at Vienna last week, Dr. Carl von Scherzer gave some interesting details of the expedition to the Far East, most of which, however, are known to your readers from my former letters, and what is new would scarcely interest them, as it has reference to home produce that is suited for shipment to the East, and Eastern produce that might find a profitable market in Austria. He confirms my former statement that the expedition will consist of the *Donau* and *Friedrich*, which will be despatched from Trieste in the middle of August, and sail to Singapore, where they will be joined by the commercial members who go out at a later period by the overland mail. The corvette *Friedrich* is to remain on the station in China and Japan, whilst, after the conclusion of the treaties, the *Donau* will return home.

A large fire which broke out at Bremen on the 17th was only subdued towards evening, after having raged about eight hours. The conflagration began while taking cotton samples. Stephani Church, although several times caught by flames, was ultimately saved. Warehouses belonging to the firms of Fritze, Boys, Oething and Son, containing cotton and considerable stocks of fine tobacco, were consumed. Two large timber yards were also destroyed. The sparks were carried to the furthest houses in the suburbs. The amount of damage is estimated at a million and half thalers. All the principal insurance companies are involved in the loss.

H.M.'s screw-steamer *Marnix*, Captain Lieutenant P. Toutenhoofd, was to sail on the 1st of July, bound for Japan.

COMMERCIAL

Three cargoes of Rangoon rice, viz., 11,200 bags per Helios, 10,500 bags per Undine, and 8,700 bags per Victoria, have been sold this week at prices ranging from 12¾ to 13½ mks. bco. per centner. Clean grain inactive, but prices steady. More business has been done in pepper, and among the transactions were 250 bags of Penang sold at 3 5-16ths sch. bco. per lb. Cassia lignea is still rising, and commands readily 12⅞ to 12⅞ sch. bco. per lb. The tea market is firm, and some hundred chests have changed hands at full prices. Spelter neglected; there have been no sales, and the nominal value is 13 mks. 8 sch. bco., both for loco and delivery.

SHIPPING.

ARRIVED.—Voladora, from Manila; Meteore, from Batavia (4,700 hides); Christine, from Singapore (2,040 bags pepper).

SAILED.—Hong Kong, for Shanghai; Otto, to Singapore; Uranus, to Hong Kong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 30.

The First and Second Chambers have adopted all the Budgets unanimously. The most interesting fact for your readers is the declaration on the part of the Government to the effect that, while its colonial policy will be progressive, no measure will be introduced without the sanction of Parliament. At the same time a liberal solution of the principal questions connected with cultivation will be aimed at. The Colonial Minister, who is a business man, despising long speeches, states that he will not apply preventive measures to the press. He is of opinion that the Government coffee-cultures may be made over to the public without prejudice to the Treasury.

Mr. de Casembroot has interpellated the Government respecting the expiration of the sugar contracts in Java. The Minister of the Colonies, in reply, referred to the published conditions of the concessions, and promised that a legal settlement should shortly be made respecting the question of sugar cultivation. This interpellation was evidently a trick of the Conservative party, who endeavoured to bind the Minister by promises.

The Dutch Trading Company has purchased a sugar plantation in the West Indies. I have reason to believe that it is the firm intention of some private and influential companies to follow the example given by the Trading Company. When the Budget for foreign affairs was brought forward the Minister of that department, Mr. Roest van Limburg stated that he had proposed to his Majesty the King to grant to the Consul-General in Japan, Mr. D. de Graeff van Polsbroek, the title of Minister-Resident. One of the members of the Second Chamber thereupon urged the necessity of granting the consul not only a higher title but also an increased salary, as the consul is now obliged to add to it 50 per cent. out of his own revenues. This fact, it was said, was not only humiliating for Holland, but also most disagreeable for Mr. Polsbroek. The same member recommended the despatch of more men-of-war to the China and Japan waters. He much regretted that no man-of-war was stationed there when the last disturbances occurred. At last Mr. de Casembroot proposed to increase the salary of Mr. van Polsbroek by the sum of 3,000f. Several members opposed this proposal, some of them being of opinion that the Minister had not been sufficiently long in office to judge of the necessity for this augmentation, but the majority of the speakers declared that they would not oppose a measure if it was brought forward with the next Budget to increase the salary of the consul by the sum he should think necessary. The result was that the amendment was out-voted by fifty-three against thirteen votes.

At the last meeting of the Dutch Literary Institute, held at Leyden, the following gentlemen were named foreign members:—Mr. J. W. Colenso, at Port Natal, and Mr. Karel Holle, in the Preanger regencies, Java.

In a former letter I stated that nothing had transpired in reference to the report of the commission appointed to examine the claims of Japanese traders who sustained losses by the last war. According to a statement of the Minister of Foreign Affairs, this report is now under examination by the Council of State, and will shortly be published. I hear that the claimants will have every reason to be satisfied.

Mr. J. Kruseman has been appointed Consul for Italy at Sourabaya.

At Arnheim a national exhibition will open to-morrow (July 1). The objects of industry and art are very numerous.

The examination of East India functionaries has taken place at Delft. For both the examinations thirty candidates presented themselves.

The Netherlands India Trading Bank held its annual meeting of shareholders on the 25th of June at Amsterdam. Mr. E. W. Cramerus stated that the balance showed a net profit for the year 1867 of f.310,810.34½, giving a dividend of 5½ per cent, or f.12.83 per share of 250f. The president regretted that the result was not more favourable, but stated that the business in Java promised soon to become more lucrative. In the place of Mr. E. W. Cramerus, president, who has resigned, Mr. A. Ph. J. Cramerus was appointed. Of course the result has given satisfaction in our financial circles, who are, however, much disappointed at the result obtained by the International Credit and Trading Bank, Rotterdam, of which the balance shows a deficit of f.612,561.46.

According to a Royal decree, the postage upon samples for and from India will be altered when forwarded either *via* Marseilles or Southampton. The samples will be liable to a postage of 10c. for every 40 grains, whilst they must not exceed 250 grains in weight, 44 inches in length, 22 inches in breadth, and 19 inches in height. No letters must be enclosed, and they are to be packed in such a manner that their contents can be easily examined. They must be prepaid. These stipulations will come into force for the July mail from Holland, and for the September mail from Java.

Some time ago I wrote in reference to a suit in which our hereditary Prince was involved. It was rather a scandalous matter, and much was said thereabout in the French papers. It was stated that H.R.H. bought a seat in the Ardennes, which he paid for with acceptances, which he was unable to honour when they fell due. Of course an action was brought against the Prince, and for the defence it was alleged that the seat was not worth one-third of the amount (300,000 francs) for which the Prince bought it. It being publicly rumoured that the life of the Prince is most luxurious, and that his morals are far from being unexceptionable, he was exposed to very severe attacks from the press. The matter, however, appears to have been much exaggerated. At any rate, the Court of Metz acquitted the Prince, admitting that he was deceived. I have thought it necessary to state these facts, because rumour has given other versions of this scandal.

PRODUCE MARKETS.

COFFEE.—On the 24th of June the Trading Company held its auction, at which 92,386 b. Java and Padang were offered, and sold at full prices, notwithstanding that the market was most inactive previously to the auction. Some specked sorts excepted, all the lots were sold above the valuation. Good ordinary greenish and white greenish Java sold at 34½c. to 34½c., and fine good ordinary do. 35c. to 36c. Undoubtedly the market was firmer in consequenee of the news published by the official *Staats Courant*, stating that from the crop of Java coffee for this year no more than 600,000 pic. would be delivered to the Government, the crop having partly miscarried by the bad weather. From the quantities bought at auction nothing is offered; but there is, however, now a good demand for ordinary Java.

RAW SUGAR.—The market is inactive; a few unimportant lots were sold at 1½f. under May, and amongst them appear 618 mats Batavia, ex Eastern Empire, No. 10½, at 29½f. Holders decline to bring their lots into the market, and cargoes are all laid up in waiting for an improved market. The stock on the six principal markets of Europe is very moderate—1,196 tons less than in 1867, and 1,845 tons less than in 1866. The Dutch stock in bond was on the 15th of June 44,831,949 ko.

RICE.—Some important transactions have taken place here as well as at Amsterdam; 1,131 b. Java, ex Baltimore, were sold at 8½f.; 1,000 b., ex Aria and Betsy, at 8⅜f.; 1,030 b. Indramayoe table, ex Otto, at 8½f.; 530 b. Java, ex Matador, at 8½f.; 649 b. do., ex Maria Diederika and Amstelstroom, at 7⅞f.; and 781 b. Java, ex Matador, at 8½f.

SPICES.—Still remain dull. Mace: 11 casks, ex Maria Adriana, were sold at prices that did not transpire. On the 2nd of July 108 casks, ex Pieter, and 41 ditto, ex Thaddie, will be brought in the market.

DRUGS.—The market is inactive. Camphor is quoted at 78c., both for China and Japan sorts. Cubebs: The parcels offered were not sold, the buyers refusing the prices asked. Cassia Lignea is quoted 74c. to 76c. Cassia Vera: 544 b. Padang, ex Padang Packet, were sold at firm prices. Oleum Cassia is offered at 4f.; Oleum Cajaputi at f.2.10 per bottle. Gummi Benzoe: Holders decline to operate without an advance. Preserved Ginger is quoted at 74c. to 80c., according to quality. Vanilla: In demand at the low prices. Gutta Percha: 5,000 ks., ex Maria Sarah, were sold at prices that did not transpire.

MANILA CIGARS.—On the 17th June were sold at auction 30 mille 2a Cavitas 1867, at 35f.; 195 mille 2a Habanas 1866, more or less damaged, at 14¾f. to 19¾f. The market closed firm.

TOBACCO.—Java leaves: In anticipation of the auctions, which are

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to be held on the 9th July, when 3,573 bags Java and 89 bags Sumatra of several trade marks will be offered, the market is inactive. Only 410 bales Java, A. J. Walker, ex Twee Gezusters and Louis Henry, have changed hands. Manila: On the 1st of August will be offered by inscription the crop of 1868-9, 1870, and 1871.

TEA.—On the 19th inst. were sold by the Trading Company 403/12 chests Japan, at 80c. to 81c., and by private contract 30/4, 326/8 chests China Congou, from 78c. to 117c., and 7,607/4, 149/8, 498/12, and 100/16 chests Java, as follows:—

					Sold at. ch.
Tea Dust ...	84/4	—	—	—	85c. to 97c.
Boey ..	473/4	—	—	—	79 to 90
Congou Boey	303/4	—	—	—	91 to 99
Congou ...	1908/4	—	—	—	88 to 106
Kempoey ...	31/4	—	—	—	106 to —
Soepoey Pecco	224/4	—	—	—	116 to 175
Souchon ...	3015/4	23/8	87/12	—	89 to 130
Pecco Souchon	856/4	—	214/12	—	119 to 209
Pecco ...	406/4	—	—	100/16	123 to 516
Orange Pecco	53/4	—	—	—	121 to 139
Thunkay ...	120/4	—	—	—	103 to 117
Schin ...	50/4	—	—	—	84 to 85
Hysant ...	84/4	—	—	—	148 to 150
Uxim ...	—	14/8	31/12	—	118 to 166
Joosjes ...	—	112/8	166/12	—	76 to 162
Do. ...	—	—	91/12	—	78 to 85

INDIGO.—The tone of the market remains very favourable. Important parcels, together 292 chests, are in the market; the quality is fine, so that high prices will be paid.

BANCA TIN.—The market is dull. The Trading Company has offered the whole quantity of 40,489 slabs, bought in at its last auction, but no biddings are accepted under 55f. The buyers decline to pay that price, so that only 2,500 slabs have been sold at f.55.05. Since 1,800 slabs (private) were sold at 54½f.; the market closes dull and inactive, the nominal quotation being 53½f. to 54f. The measure of the Trading Company has made a very bad impression.

HIDES.—The transactions since my last report include 349 Batavia Buffalo, ex Maria Adriana; 800 Samarang Rinder, ex Ormelie; 2,850 Padang Rinder, ex Padang Packet; 838 Sourabaya Rinder, ex J. C. Schotel at 39⅜ to 46½ cents; 1,815 Batavia Buffalo, ex Tweelingen at 38 cents.

MONETARY AND COMMERCIAL.

Operations in home funds have been rather dull during the last few days, and the money market has been inactive; the principal cause of which is the desire to take advantage of the high price to realise. The chief business in the stock market has been in Austrian funds.

During the last few days there has been more demand for money; the bank rate of discount has remained unaltered; and in the open market money may be had at 3 per cent.

Dutch Two-and-a-Half per Cents., 56¾; Three per Cents., 65¾; Four per Cents., 88. Trading Company, 131. Netherlands India Trading Bank, 79½. Netherlands India Railway, 60. Netherlands Bank, 249. International Bank of Rotterdam, 43¾. Austria Five per Cents., 47¾. Russia, Hope and Co., Five per Cents., 95⅛. Portugal, 39¾.

EXCHANGE.—London, 3 mo., f.11.85; 2 mo., f.11.86½; short, f.11.91. Paris, 3 mo., f.46.92½; 2 mo., f.47; short, f.47.10. Antwerp, 3 mo., f.46.77½. Hambro', 3 mo. f.34.92½; 2 mo., f.34.97½; short, f.35.15.

SHIPPING INTELLIGENCE.

ARRIVALS.—June 18, at Texel, from Banjoewangie, Gesina Maria; 24, at Brouwershaven, from Banjoewangie, Henriette Elisa Susanna; 25, at Texel, from Banjoewangie, Sperwer, Ferdinand and Louis.

DEPARTURES.—June 17, from Brouwershaven, for Batavia. Ridderkerk; 20, from Brouwershaven, from Melbourne, Hendrik-Ido-Ambacht; from Texel, for Batavia, Alcyone; 26, from Brouwershaven, for Sourabaya, Maria Elizabeth; 28, from Texel, for Batavia, Java Packet, Henriette Maria, Bestevaer; from Samarang, Doesborgh.

PASSENGERS OUTWARD.—For Java, per Alcyone: Mrs. Plagge and and child. Per Java Packet: Messrs. C. Beerens, C. M. Slangen, J. D. K. Haagedoorn, L. van den Bor, H. A. F. Meerens, F. S. de Jolle, Miss W. B. H. Schol, and 150 soldiers.

PASSENGERS INWARD.—From Java, per Gesina Maria: Mr. J. J. van Wette.

UNITED STATES.

The San Francisco papers are urging the necessity of extending the protection of the laws to the Chinese immigrants who have settled among them, with a view to cultivating friendly relations and promoting commerce with the Chinese Empire. Hitherto the Chinese, who are among the most peaceable, industrious, and harmless portion of the population of California, have been treated with utter brutality by the coarser portion of the people, and have been virtually denied the protection of the laws. It begins to be feared that the Chinese Embassy now in this country may make such report of these facts to the home authorities as will check emigration to California, and thus seriously damage the industry and labour of the State. There are about 60,000 Chinese on the Pacific coast.

The President has declared that the American naval authorities will retain the ram *Stonewall* in Japan until the Japanese revolution shall have ended.

THE CHINESE EMBASSY.

The Chinese Embassy are still in Washington. On the 9th of June they visited the hall of the House of Representatives in response to an invitation by that body. After complimentary speeches by Speaker Colfax and Mr. Burlingame, the Celestials, eight in number, were introduced to the members, and a general handshaking occurred. The attire of the Celestials gave a "fancy dress" appearance to the scene, and their visit agreeably enlivened the proceedings. On retiring they were conducted through the Capitol buildings and shown whatever was interesting there. In the evening they attended a State dinner given by the President, at which the diplomatic officers, Reverdy Johnson, of the Senate Committee on Foreign Relations, and General Banks, of the House Foreign Committee, were also present. The ambassadors have also been received by the Senate. They were marshalled into the Chamber by Messrs. Sumner, Hendricks and Sherman. Mr. Sumner, advancing within the rail, said, "Mr. President: We present Mr. Burlingame and his associates of the Chinese Embassy to the Senate of the United States." Mr. Wade's reply was equally brief. The visitors were conducted to seats, but, business being suspended, they rose and shook hands with the senators severally. They remained in the Chamber about twenty minutes, bowing and shaking hands, and talking a little; they then retired. The galleries were crowded with women during the reception.

They have since visited Mount Vernon and other places of interest near the capital. The correspondent of the *Standard* says:—"Mr. M'Culloch was the guide, philosopher, and friend of their Celestial Highnesses during their journey to the tomb of the great American Wang; he ordered a revenue steamer to be fitted up, and numerous distinguished nobodies to be invited. The ambassadors evinced considerable familiarity with the historic territory over which they were passing, talked intelligently of the battles that had made the Potomac famous, and betrayed a singularly accurate knowledge of the life, services, and character of Washington. Arrived at Mount Vernon, they were landed (observing the usual forms as to precedence of rank) in small boats; they spent some hours in wandering about the grounds, in examining the old Washington mansion and the tomb, and in collecting *souvenirs* of the visit. They returned to the capital at about six o'clock, partaking on the way down of a very fair collation, and growing extremely enthusiastic under the influence of Veuve Clicquot. (A word in confidence. The Embassy's fondness for the widow is something remarkable. I am afraid that their landlord's bill for champagne alone is something strong in three figures.) Our visitors betray great interest in mechanical and scientific inventions and discoveries; a steamer's machinery is to them a perpetual wonder, they betray, with regard to the steam engine, a curiosity almost childish."

The Chinese envoys will soon visit Cuba; while there they will institute a thorough investigation of the coolie traffic. It is now openly asserted that the coolie trade, as at present sustained by Cuban planters, is as bad as the slave trade; that few of the Asiatics leave their homes voluntarily; that monstrous deceit is used to inveigle them into the clutches of speculators. As not less than 15,000 coolies reached Cuba during 1867, and as the stream of the traffic is beginning to turn towards the United States, it will be seen that the ambassadors can examine no more importaht subject than this of the coolie trade.

PARLIAMENT.

[The following is an epitome of the more important debates and proceedings since our last issue, the preference being given to subjects of special interest to our readers.]

HOUSE OF COMMONS.

COOLIE EMIGRATION.

(June 25th.) Mr. W. E. FORSTER asked the Secretary of State for Foreign Affairs whether Her Majesty's Government was taking any steps in conjunction with France and other civilised Powers to induce the Portuguese Government to stop the slave trade carried on between Macao and Cuba and Peru, under the name of coolie emigration.

Lord STANLEY: The abuses attending on the practice of coolie emigration from Macao are grave and irremediable. We have from time to time brought the matter under the notice of the Portuguese Government, and we have invited Portugal to co-operate with France, England, and other Powers in endeavouring to come to some satisfactory arrangement with the Chinese Government on the question of coolie emigration generally. To that communication we have as yet received no answer from the Portuguese Government. With reference to the parallel drawn by the hon. member between the coolie emigration and the slave trade, I may remind him that in the case of the slave trade, wherever it is carried on, we have the right to interfere by treaty with Portugal and the other Powers. In the case of the coolie emigration we have no right of interference whatever, except that right which every Government has, to give such friendly advice to any other Government as it thinks fit. But beyond that we have no power.

TELEGRAPHIC COMMUNICATION WITH INDIA AND CHINA.

(June 26th.) Lord W. HAY drew attention to the subject of telegraphic communication with the East. He said it might seem surprising that the enterprise of the present age had not supplied telegraphic communication between this country and India, but such was the fact. The reason was plain. It was true that in 1859 a company was formed to effect telegraphic communication with Bombay by way of Suez and Aden, and the Imperial Government gave a guarantee of £36,000 a year for forty years. But no single message was ever sent by that line. The Government having thus burned their fingers refused to give any more guarantees, and then the matter was taken up by the Government of India, and a line was made from Kurrachee through the Persian Gulf to Constantinople, and thence the communication was over the European lines, and the total cost was £850,000. The income was represented to be £95,000, and the working expenses £63,000, but other expenses brought up the amount to £91,600 a-year, so that reckoning interest on the outlay the line was worked at a loss of £40,000 a-year. It was said that there was another line by the Black Sea and through Russia, and that was true, and no doubt it would be worked with success; but it passed through a country which was the rival of England in India. He concluded by moving an address for copies of any correspondence which may have passed between the Secretary of State

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for India and the local authorities relative to the proposed deep sea line from Bombay to Kurrachee, and the sanctioned lines from Gwadur to Jask, and from Jask to Bushire.

Sir S. NORTHCOTE said there would be no objection to the production of the papers moved for. The noble lord had underrated what was being done. The Government were in point of fact taking steps for an alternative line. They had already two lines in operation, the Hindoo Ottoman line, and the one through Prussia, Russia, and Persia, which was now nearly completed, and although the latter—Siemen's line—was still imperfect, a message had been received by it from Teheran in five hours. Steps were being taken to improve the line, and before this time next year they might expect to see it in full working order, so that they had now the prospect of an alternative line along the Persian Gulf, and on to Kurrachee, and the company were to confine their attention to the through traffic. He thought that in ordinary times, assuming that there were no political complications, these two lines would supply all the wants of the community with regard to telegraphic communication with India. The noble lord might say that those political complications were exactly the point to which he wished to draw attention. He (Sir S. Northcote), however, thought there was such a thing as being over wise and over prudent in these matters, and that they should give their attention to improving the lines they had rather than to run about to meet imaginary evils. The Imperial Government had come to the conclusion that submarine cables were not proper subjects for imperial guarantees, nor would he and the Indian Council sanction any guarantee out of the Indian revenue. He had no doubt the time would come when the demands of commerce would lead to the construction of sectional lines, and thus to an improvement of the communication, but it would be unwise of the Government to break off from an undertaking they were already engaged in in order to enter into something new.

Mr. CRAWFORD blamed the Government for not paying more attention to the deputation on this subject from the City. The views of those who were urging on the Government an independent line of telegraph communication with India were that it was dangerous to trust to a system any portion of which was under the control of foreign Governments. The exigencies of war would immediately affect telegraphic communication in Europe. They knew by experience that commercial messages from England were examined *en route* on the Continent, and in some instances were handed to the Minister of Trade. They did not charge the Government with supineness, but with supporting a wrong system. In regard to management, the business at present was carried on with the greatest carelessness, and he knew of more than one instance in which messages had been wholly perverted or rendered unintelligible. The mercantile body had lost all confidence in the present system of transmitting telegrams through the Continent. In regard to the Egyptian line, they believed its advantages would be such as to attract almost all the business, but inasmuch as the Government were to have the preference in sending messages, they ought to contribute something to it. They also felt that it was possible that if the line paid well, the Egyptian Government would take it out of their hands. On those grounds they considered that the Government ought to step in and assist them. (Hear, hear.)

Mr. A. SEYMOUR expressed his astonishment that the Indian officials, in their communications on this subject, should evince so much ignorance in respect to the progress of telegraphy. Each of the telegraph lines proposed were liable to be cut off in the event of war, or taken up by foreign governments, and if they escaped that they both merged into a line which passed through a desolate and savage district by the Persian Gulf, in which a sort of black mail had to be paid to prevent injury to the line. He was surprised to hear that these two lines offered the only alternative when there was already a telegraph to Russia by the Black Sea which could be made available. He characterised the propositions of Mr. Stiff to establish a coast line *via* Aden, through an inhospitable region, and so on by the Persian Gulf to Bombay, when they could have a far better line by submarine cable from Alexandria to Bombay, as altogether preposterous.

Sir H. RAWLINSON could not regard either the Turkish or the Russian line as satisfactory. It was impossible that the line from Constantinople through Mesopotamia to the Persian Gulf could ever be worked effectively, while, on the other hand, although the other line worked well enough, yet it was wholly under the control of Russia, and in the event of war would be useless to us. He thought it only reasonable that when an independent company proposed to make a submarine line from Suez to Bombay the interest on the capital ought to be guaranteed to a certain extent by the Government.

Mr. GRAHAM confirmed the statement made by Mr. Crawford to the effect that commercial messages were examined on the Continent, to the damage of English merchants. He strongly urged a government guarantee for the Red Sea line, because no private company would undertake it while there was a rival line through Persia which was in the hands of the Government.

The motion was then withdrawn, Sir S. NORTHCOTE undertaking to produce the papers asked for as an unopposed return.

LIGHTHOUSE ON THE GREAT BASSES.

(June 29th.) In reply to Mr. HANBURY TRACY,

Mr. CAVE said: It is not the fact that the shipping of the commerce of the East has been subject to a charge for a lighthouse on the Great Basses without any return or advantage. No charge has been made in respect of any lighthouse there. In 1863 a light ship was placed at the Little Basses, and since then a toll of one penny per ton has been imposed on all ships passing the light which enter or leave British ports. The nett receipts from this toll are about £7,500 a-year. Out of this has to be paid interest on the construction of the light ship, and of a spare light ship, and the expenses of maintenance, including the crew and tender. As regards the erection of a lighthouse on the Great Basses, the Ceylon Government have sent home certain proposals which are totally inadequate. Careful plans and estimates have, however, been prepared by Colonel Frazer, who erected a lighthouse on the Alguoda Reef, Bay of Bengal, and by Mr. Douglas, engineer of the Trinity House, and these are now under the consideration of the Colonial Office, Board of Trade, and Trinity House. There are considerable difficulties both as to the work itself and the mode of providing funds. A correspondence on this subject will be found in a return laid on the table in 1863.

THE CHINA AND JAPAN LEGATIONS.

(July 3rd.) In Committee of Supply, on the vote for the Civil Service Estimatas, Colonel SYKES, in rising to move that the salary of the Envoy and Chief Superintendent at Peking be put on the same footing as that of the Envoy Extraordinary and Minister Plenipotentiary and Consul-General in Japan, said he should lament exceedingly if it was thought that in making this motion he desired to depreciate the services of Sir Rutherford Alcock, our Envoy in Peking. There was a net increase of £16,632 this year for the diplomatic service of China, Japan, and Siam, the total amount being £100,983 last year and £117,615 for the coming year. He contended that the salary was now disproportionate to the duties of the Envoy. There was no such thing as Executive Government in China. The salary of our Envoy and Chief Superintendent at Peking was £6,000, which was a large sum compared with the salaries and allowances of our Envoys and diplomatic agents in different parts of the world. Sir H. Parkes, our Envoy Extraordinary in Japan, whose life was daily exposed to the utmost risk from the fanaticism of the Japanese people, received £4,000 a-year. The Emperor of China was a child; there was no executive power at Peking; almost every province was in a state of rebellion: the treaty of Tientsin was not carried out through the weakness of the Government; and the remonstrances of our Envoy, Sir R. Alcock, were wholly without effect. The honourable and gallant member, amid the impatience of the House, quoted documents to show that rebellion raged in the province of Shang-tung, and that large proportions of the country were in the possession of the insurgents; and he argued, that under the circumstances in which he was placed the position of our Envoy at Peking was an undignified one. In conclusion, while professing the highest respect for Sir R. Alcock, the honourable and gallant member said he felt it his duty to move that the Minister's salary be reduced from £6,000 to £4,000.

Lord STANLEY could hardly think the hon. and gallant gentleman was in earnest in making that proposition. [Colonel SYKES: "Quite."] (A laugh.) Nobody understood Chinese affairs better than the hon. and gallant member; but when he urged that the salaries of our Ministers at Peking and Japan should be the same, he forgot that our commercial interest was exactly ten times greater in China than in Japan. That was one ground of the difference between the salaries of the two Ministers. Again, China was a very distant country, and every article of European comfort was very expensive at Peking, where there were no hotels; and they could not expect to get service there at the same price as in Europe. As to the weakness of the Chinese Government, with that we had nothing to do. If the Taipings got the upper hand, which they had not done, and did not seem likely to do, we should recognise them as the *de facto* Government. With regard to the execution treaty of Tientsin, there was a Minister from the Court of Peking accredited to Europe to take that question into consideration. That, therefore, was no reason for diminishing the salary of our Minister in China. £6,000 a-year was not an unreasonable sum to pay the person who at the other end of the world was charged with commercial interests involving £60,000,000 or £70,000,000, and which were rapidly increasing.

Mr. Alderman LUSK said the mission appeared to be altogether one of a very expensive character.

Mr. LABOUCHERE hoped the honourable and gallant member would not press his amendment to a division. The sum proposed was by no means too great for a Minister in China.

The amendment was eventually withdrawn.

Colonel SYKES then moved that the rate be reduced by the sum of £500, the salary of the Vice-Consul at Taku. The place, he said, consisted of little more than a mud shore and a few huts, and literally contained no house in which a European gentleman could reside.

Lord STANLEY pointed out that Taku was the port of Tientsin, and that the last returns showed that ninety-two British ships had been cleared and ninety-one entered there, with a tonnage of about 92,000. The trade, which was a growing trade, was only just beginning to be developed, and a salary of £500 a year to the person who looked after our interests at Taku was, under the circumstances, he thought, not too much.

The amendment was negatived without a division, although the House was cleared for one, and the vote was agreed to.

A BILL introduced by Sir J. Fergusson into the House of Commons "for removing doubts as to the validity of certain marriages between British subjects in China and elsewhere, and for amending the law relating to the marriage of British subjects in foreign countries," has been read a third time and passed.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The London & China Telegraph.

LONDON, SATURDAY, JULY 4, 1868.

LABUAN.

THE recent death of RAJAH BROOKE, the first Governor of Labuan (appointed on the purchase of the island from the Sultan of BORNEO), has to some extent directed public attention to a colony which as a rule has afforded little matter for discussion. Since Sir JAMES BROOKE's term of office the only attempt to develop the resources of the island has been the effort made under the auspices of the unfortunate Labuan Coal Company to realise the carboniferous wealth of its soil. The operations of this company at first gave rise to expectations of a brilliant commercial future, but its subsequent embarrassments and ultimate failure appear to have produced a corresponding reaction, and the last official report received from Mr. Low (lately Acting-Governor) certainly does not indicate any remarkable degree of prosperity. This document, which is embodied in a recently published Blue-book entitled "Reports "Exhibiting the Present State of Her MAJESTY'S Colonial "Possessions," sets forth that the revenue for the year 1866 amounted to £3,913 0s. 6½d., against which there was an expenditure to be provided for of £6,959 19s. 8d. This, we are told, was rendered heavier than it would otherwise have been by the necessity of increasing the police force, and by the "purchase of a fire-proof safe for the better security of the books and papers of the Treasury"—a piece of extravagance involving an outlay of £67. The population is stated at 3,828, exclusive of military and convicts; but of course this includes but a handful of Europeans. A little further on we find it recorded that "two out of the four European female inhabitants died," a statement indicating that the society of ladies is a luxury not enjoyed to excess by the colonists. The value of imports for the year is estimated at £104,190, and of exports at £58,536, the latter being inclusive of 11,317 tons of coal extracted from the mines. A church was completed and consecrated during the year, about half the cost of which was contributed by the residents. In this report nothing is said as to the means by which the deficit for the year—rather an alarming one—was to be met.

Mr. POPE HENNESSY has apparently infused new life into the sleepy little colony. Late accounts tell of the active resumption of public works; a wharf, a market, a school, and a hospital, are in course of construction, while gas and water-works are promised, and the cost of all these it is said will be more than met by the proceeds of the tobacco and pawnbroking farms. Under this energetic administration trade seems to be reviving; a Chamber of Commerce has been started, a local bank is to be formed, and the commencement of operations by the new coal company seems the only thing wanting to effect a complete and most salutary change in the condition of the place. Governor HENNESSY, we understand, shows the greatest personal interest in the affairs of the colony; he appears already to have achieved great popularity, and his recent marriage may be regarded as an additional bond of union between himself and the community. Altogether the future prospect of Labuan seems highly encouraging; but it is to be hoped that Mr. HENNESSY, having the terrible example of Hong Kong before his eyes, will not at first launch out too extravagantly into expensive public works, and so run the risk of getting into debt. On the other hand, he will do well not to allow his balance-sheet to show too large a surplus, or else he will have Her MAJESTY'S Government down on him for a "military contribution," and when once saddled with *that* he may bid a long farewell both to public prosperity and individual peace of mind.

THE NEW TREATY BETWEEN RUSSIA AND JAPAN.

THE *Journal de St. Petersbourg* gives the French text of the new treaty concluded between Russia and Japan, the plenipotentiaries being respectively the collegial councillor, EUGENE BUTZOW, Russian Consul at Hakodadi, and the Japanese Commissioner and member of the Department for Foreign Affairs, IDZURI KAGA NO-KAMI. Art. III. stipulates that the payments for authorisations delivered to the Custom-house, contained in Art. VI. of the previous treaty, are abrogated. Art. IV. states that the Government of Japan engages to erect warehouses in which foreign goods may be deposited in bond, the Government being responsible for their safety, except in cases of fire. Merchants may export such goods from the bonded warehouses without payment of any charge but rent, the amount of which is to be fixed by common consent. Art. VI. says:—"In the desire to abolish the obstacles opposed by Art. XIII. "of the treaty of 1858, to the free circulation of foreign "coin in Japan, the Government of that country will introduce the needful alterations and improvements in the currency within the space of one year from the date of this "treaty. All foreign coins, as well as bullion, shall in "future be received at the Imperial mint and exchanged "for Japanese currency." Art. IX. grants unrestricted permission to Russians and natives of Japan to buy and sell without the interference of any officials. By Art X. Japanese subjects provided with passports may go to Russia for educational and scientific purposes, or engage themselves in any capacity on board Russian vessels. In Art. XI. the Government of Japan engages to erect a suitable number of beacons and lighthouses on their coasts and at the entrance of the principal ports and harbours for the protection and safety of navigation. The treaty was signed at Yedo on the 11th (23rd) of December, 1867. Appended to it is the new and revised tariff of duties on articles of merchandise imported and exported.

THE CHINESE EMBASSY AT WASHINGTON.

(From the *London and China Express*, July 3.)

UNDER the heading of "Latest Intelligence," our issue of the 18th June contained a detailed account of the reception of Mr. BURLINGHAME'S mission by President JOHNSON; it was extracted from a New York journal, and came to hand just in time to allow of its insertion, without comment, in that part of our paper. The *London and China Herald*, in its issue of the 19th, published an article not only throwing discredit on the truthfulness of this account, but casting aspersions of the gravest character on our motives for publishing it: the writer gratuitously assuming that the report must have been furnished by "some fervent follower of the Embassy" as a bribe to support its policy, and inferring that the *London and China Express* was "hired and primed to injure the mercantile community of China." So unfounded and injurious an imputation could not be allowed to pass unnoticed; and the proprietors of this journal therefore instructed their solicitor to demand a complete retractation, which we are assured will appear in this day's issue of the *Herald*.

Although determined not to permit any calumnious statements regarding ourselves to pass unchallenged, we have no fear of their doing us any injury by shaking the confidence of our readers. As for this BURLINGHAME Mission, we have repeatedly and clearly expressed our distrust of it, and the insertion of an item of news regarding its progress could hardly be construed into evidence of a change of opinion by any person possessed of average reasoning powers. And as regards the perfect independence and impartiality with which our paper has always been conducted, we can fearlessly point to the experience of the past ten years, and leave our readers to judge for themselves.

The *amende* to be inserted in the *Herald* of this date is in the following terms:—

"RECEPTION OF THE BURLINGHAME MISSION AT WASHINGTON.

"Exception having been taken by our contemporary the *London and China Express* to a paragraph under the above heading, which appeared in our last issue, we beg to withdraw the whole of the statements referred to, as we had no intention to convey the meaning that has been given to them."

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THE TELEGRAPH TO INDIA.

THE subject of telegraphic communication with India and the East has again been debated in the House of Commons, and once more with a most unsatisfactory result. The subject was started by Lord WILLIAM HAY, who called attention to the defects of our present telegraphic communications with India, objecting chiefly to their route lying through inhospitable countries, liable to be interrupted by political complications. He strongly urged on the Government the construction of an alternative line by the Red Sea, which would be under our own control. To this, Sir STAFFORD NORTHCOTE replied that we had already two lines of communication—the Indo-Ottoman line and SIEMEN'S line by Prussia, Russia, and Persia. Both of them were in course of improvement, and very shortly would fully suffice for all our needs. A line entirely under British control he regarded as a mere chimera, and among other objections he pointed out that it would involve a submarine cable carried round by Gibraltar down the Mediterranean. The Government had declined to give any assistance to a Red Sea line, for the principle of an Imperial guarantee was abandoned, and they were unwilling to charge the Indian revenues with the cost of such a project. This, however, was not received as conclusive. Mr. CRAWFORD put forward the desire of the commercial community for independent telegraphic communication on the ground of the frequent tampering with messages by the present lines. Mr. SEYMOUR likewise supported the Red Sea line, and Sir H. RAWLINSON expressed his distrust of both the existing lines. The Turkish line never could be made efficient, and the line by Prussia and Russia would fail us in time of war or political complications. He was in favour of a line by Suez to Bombay, though he allowed that this project was not free from complications, either political or financial. But all argument was useless—the Government remained apparently deaf—certainly dumb; so the matter dropped.

In the meanwhile complaints of the defects of the present system are louder than ever, and the supporters of the Red Sea project not unreasonably accuse Sir STAFFORD NORTHCOTE of unjust partiality, for, while throwing cold water on their scheme, he is all the time aiding the rival plan by adding to the existing Indian lines between Tehran and Kurrachee; thus, in fact, completing the last link of the chain which commences in North Germany. No doubt the SIEMEN'S line will be a great convenience, but it is justly urged that when it is complete the Turkish line will fall out of use altogether, and our whole telegraphic communication with India will then be in the power of Russia, or of her puppet Persia—a result the reverse of desirable. No doubt, the Governments of Prussia and the Czar have "formally declared" that, in the event of war, the transmission of *commercial* messages shall not be interrupted; but in a national and political point of view, this pledge, even if fulfilled to the letter, still leaves the necessity for a submarine wire *via* Egypt as urgent a necessity as ever. Apparently, it will have to be carried out by commercial enterprise pure and simple. We very recently announced the formation of a company to perfect the Mediterranean section of the telegraphic system; the cable across the Straits of Messina, in connection with the direct line between Susa and Alexandria, has been successfully laid; and we believe that another associated body of capitalists will come before the public very shortly, to invite co-operation in laying a cable from Suez to Kurrachee. Sooner or later, therefore, we may expect to see the needful work accomplished; but no thanks will be due to the Government, which has from first to last thrown every difficulty in the way of the projectors.

THE death of the engineer who went to Peking last year, in charge of a gas apparatus intended to light the *yamun* of a mandarin there, has necessitated the appointment of another gentleman, who left by last mail, to succeed him and complete the work.

THE KING of SIAM has conferred upon Sir JOHN BOWRING the insignia of the Order of the White Elephant.

THE P. AND O. COMPANY AND THE BRINDISI ROUTE.

WE have from time to time given extracts from several letters written by the Florence correspondent of *The Times*, advocating the adoption of the Brindisi route for the India mails. A recent communication from this source asserts that, owing to the success of the Fell Railway, the Peninsular and Oriental Company have awakened to the necessity of doing something in the direction of the Brindisi route; that a proposition from the MINISTER of PUBLIC WORKS in Italy three years ago to apply 6,000,000f. to the improvement of the port of Brindisi, on the stipulated condition that the company should undertake to run boats between that harbour and Alexandria, had been summarily rejected by its official representative; but that the company has now applied to the Italian Government for facilities to be afforded to an engineer it is about to send out to inspect the railway from Susa to Brindisi. These statements have elicited from the secretary of the company, Mr. C. W. HOWELL, a letter to *The Times*, stating that, although the directors have always watched the progress of the Brindisi route, in order to be able to meet any application from the English Government respecting a postal communication between that port and Alexandria, they have never received any proposition of the nature described from the Italian Government; that they have not made any application to that Government, or in any other quarter, on the subject of an engineer to inspect the line from Susa; and that they have not had such a step in contemplation at all. As there is very little probability of Her MAJESTY'S Government using any exertion to effect a change of route, we may safely assume that Marseilles will still be the port of departure for a long while to come.

PROPOSED COLONIAL SOCIETY.

A RESOLUTION has been come to by a number of highly influential persons to form a society for the purpose of promoting a better knowledge and understanding of the colonies and foreign dependencies of this country, and of cementing the connection and good feeling between them and the mother country. The intention is to establish in London a "ROYAL COLONIAL SOCIETY," consisting of Fellows and a Council, which shall occupy, as regards the colonies, the position filled by the Royal Society with regard to science, or the Royal Geographical Society with regard to geography. In this society each colony will be represented, as well as India, Canada, &c. It is proposed eventually to open a lecture hall, a library and reading room, and a museum of science, industry, and commerce, where the natural and other products and resources of the several colonies will be exhibited, and their various uses and capabilities explained. The society will also afford opportunities for the reading of papers and the holding of discussions upon colonial subjects generally, and will undertake those investigations in connection with the colonies, which are carried out in a more general field by the Royal Society, the Royal Geographical Society, the Society of Arts, and by similar bodies in Great Britain. It is justly considered essential to the well being of the society that it should be entirely non-political, and any organisation for political purposes will be forbidden by the fundamental rules.

In furtherance of this project, a meeting was held at Willis's Rooms, on the 26th of June, at which Lord BURY (who takes a leading part in the development of the scheme, and will probably be President of the Society) took the chair. After some preliminary discussion, it was unanimously decided to take immediate steps to carry the project into execution, and a provisional committee was appointed for that purpose, which includes the Duke of MANCHESTER, the Marquis of NORMANBY, the Rt. Hon. CHICHESTER FORTESCUE, Mr. LEONARD WRAY, and other influential names, with power to add to their number. Already, we are informed, some two hundred members of the House of Commons and a large number of Peers have promised to enrol themselves as Fellows, and it is understood that Her MAJESTY and the PRINCE of WALES will be Patrons. A pamphlet setting forth the objects of the society is in preparation, and will be widely circulated in the various colonies and dependencies, so as to afford the residents therein an opportunity of giving their support to

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the society and profiting by its advantages. One of the principal motives of the society is to procure a full and impartial hearing in this country, both in and out of Parliament, for all colonial questions of importance; and with such a powerful organisation as we have described, its influence for the redress of genuine colonial grievances will be all but irresistible. Strange to say, this important movement has been entirely ignored by the greater portion of the English press, while the two or three journals that have noticed it have confined themselves to a few brief remarks.

EXTENSION OF THE INDIA AND CHINA SERVICE OF THE MESSAGERIES IMPERIALES.

THE French company has got its increased grant through the Corps Legislatif, with a majority of one hundred and ninety-three against two negative votes. There was no special opposition to the proposal, except that of the Objector-General, M. POUYER QUERTIER, and of M. GARNIER PAGES, who opposed on account of the state of the finances of the country; the ground thus taken was only too strong, but the reasoning upon it was fallacious, as finances are not to be bolstered by cutting down productive, but by lopping unproductive limbs. The Opposition speeches, divested of verbiage, may be given in ten lines, and the Ministerial reply may be condensed into about the same space. The first-named deputy wanted the subject deferred to next year, because the company was doing well, and paying 10 to 11 per cent. dividend per annum, and, therefore, could afford to wait; besides which, he said that the French company was paid by the State at double the rate of the Peninsular and Oriental Company. "And for what result?" he asked. "Have "you two hundred millions of subjects in India? Have you "Australia to supply, and all those numberless interests "which demand England's attention in the East? What "does the company of the Messageries Imperiales in the East? "It developes English commerce. It is principally British "merchandise which it carries out and home. Is it natural "that we should not protest, when we know that with all "these subventions and guarantees our internal navigation "might have been completed? Yes, you might have made "the fortune of the whole country instead of only that of a "single company!" "The English company receives "£400,000, which, under certain circumstances, may be in-"creased to £500,000, for the Indian and Australian service, "while ours receives £700,000 for a much less extended and "less necessary service." The objection of M. GARNIER PAGES was based on very different grounds, and he only echoed the general sentiment of all independent men in France when he said:—"It is not the first time that all financial questions "have been delayed till the end of the session. Such a pro-"cess ought not to be repeated. A Bill relating to local "roads, Bills relating to railroads, to transatlantic steamers, "and budgets, all to be examined at once! Is it possible? "I demand, therefore, that the subject stand over till next "session, in order to establish a precedent, to make an ex-"ample, to prevent all important questions being huddled "together at the end of the session." Of course M. GARNIER PAGES was met at once by the order of the day being moved against him.

As regards the statements of M. POUYER QUERTIER, M. le Vicomte REILLE, reporter of the committee, and the only speaker on the other side, said "That the difference "between the rate of subvention of the English and "French companies was not so large as it might appear, "as out of the 483,000 leagues run over by the P. and O. "Company, 151,000 were in the seas of Europe, that is to "say, between Marseilles, Southampton, and Alexandria, and "these voyages cost much less than those in the India and "China seas. Coal cost in England sixteen to seventeen "francs, in the Mediterranean about thirty, and in India "seventy francs; the pay of the officers and men, every-"thing in fact, costs twice as much in the Eastern seas." The European service of the Messageries Imperiales is set down at 24,000 leagues, and in each case it is taken at half the rate of the oceanic service, and the parallel is pursued in the following manner:—"Moreover, the services are of a "different nature; between Suez and Bombay the English "packets have no competition—they concur with the Indian "lines of railway; it is the greatest and most frequented "postal communication which England possesses, and this "service should not be taken at more than three-quarters of "its length in the general subvention. So with respect to "the line from Bombay to Hong Kong, the English Post-"office objected to taking the line from Bombay to Point de "Galle into account; the company maintained that unless "it were included it could not accept the arrangement. It "is the route of the opium trade of the Malabar coast, and "yields the company large profits. Again, the French "company is bound to carry gratuitously, or at reduced rates, "various persons, such as missionaries, sisters, and others, "and the charge under this head amounted last year to "£28,000, and for the extended service it would average "£40,000."

By this clever pinching a little here and squeezing a bit there the reporter brings the French subvention to f.38.89 per league, the English being f.38.57, while the latter may be increased by its guarantee to f.45.86. The calculation smacks not a little of the friendly actuary, the fact being that the English subsidy can in no case exceed 7s. 8d. per mile, or 29 francs the marine league. "The subvention "proposed," said M. le Vicomte REILLE, "is in no way ex-"orbitant; we have a great interest in sustaining the company "on a footing of equality with the English company if we "would not be dependent on England for our commercial "postal communication. As to the urgency—if we lose one "or two years the customers which our company has created "in India and China will go to the English. The advantages "which we should thus lose may be understood by the fol-"lowing facts:—In 1861 the whole trade in and out amounted "to 4,213,000 francs; in 1862, to 5,600,000 francs; in 1863 "the packets were established, and the trade rose to "28,000,000 in 1864, to 32,064,000 in 1865, and to "71,000,000 in 1866. The trade had been multiplied by "fifteen!" And so the Bill became law, and the Messageries Imperiales Company obtains its extra £136,000.

The Messageries Company has not published its annual report in England this year, but it appeared in Paris just previous to the discussion in the Corps Legislatif. The document is a very satisfactory one for the shareholders, who get 10 per cent. dividend for the year. It appears that the fleet of the company has been increased by two new vessels, the *Tanais* and the *Hoogly*, and that there are three other vessels on the stocks at La Ciotat, near Marseilles. The number of the fleet afloat and in construction is give at sixty-one vessels, with a total of 18,905-horse power, and 113,253 tons displacement. The year 1867 was marked by the absence of a single accident. The entire distance run over by the company was 504,000 marine leagues, "the "largest amount, we believe," the report says, "achieved "by any postal navigation company." The directors of the company are far from considering the Government over indulgent, and they tell their shareholders in the report that they tried (who shall blame them?) to get f.42.50 per league for the entire term, or about one-sixth more on the whole term.

The means for working the extra India and China service are to be obtained by the raising of sixteen and a half millions of francs (£660,000), one-third in shares and two-thirds in debentures at 5 per cent., each holder of existing shares in the company having the option of taking one new share and two new debentures for every ten shares in his possession. The report does not state when the new service will commence, but we are informed on authority, as we have already stated, that the fortnightly mail will be put on early next year

THE INDO-EUROPEAN TELEGRAPH.

The Times announces that five cargoes of stores, consisting of Siemen's iron posts and insulators and of wire, have already left England for Persia. These will be transshipped at St. Petersburg into smaller steamers, which will take them through the Neva and the Volga to Astrachan, where they will again be transshipped for the ports of Resht, Lencoran, and Astara, on the north coast of Persia. From these ports they will be conveyed to the interior on mules. It is expected they will arrive at their destination (about five thousand miles distant) in October, when the erection of the line will at once be proceeded with, a staff of superintending engineers having already left this country for that purpose. The three scientific advisers of the company—General Von Luders, the Director-General of Russian Telegraphs; Colonel Von Chauvin, the Director-General of North German Telegraphs; and Mr. W. H. Barlow, C.E.—have met lately at Berlin in order to decide upon the mode of construction of this international work, the execution of which has been undertaken by Messrs. Siemens Brothers, and is to be finished before the end of next year. The cable in the Black Sea is to have three insulated conductors, to be

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enclosed by a copper sheath, to protect them from oxidation and he attacks of marine insects, which abound in those regions. The Indian Government have decided to add another conductor to their existing lines between Teheran and Kurrachee in anticipation of the increased traffic to be expected from this new line, and the Russian and Prussian Governments have formally declared that, in case of war, the transmission of commercial messages will not be interrupted.

LEGAL.

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JUDICIAL COMMITTEE OF PRIVY COUNCIL.

IN THE MATTER OF THE PETITION OF EDWARD H. POLLARD.

This was a petition to the Queen (and referred to the Judicial Committee) by Mr. Pollard, a barrister, practising at Hong Kong, who by the Chief Justice was suspended for some days, and fined 200 dollars (£50) for a contempt of Court. The fine had been paid, and Mr. Pollard complained of the course adopted towards him, and wished the stigma to be removed. An Order in Council just issued conveys the decision, which, as we fully anticipated, is entirely in Mr. Pollard's favour on all the points. It is as follows:—

"At the Court of Windsor Castle, the 19th day of June, 1868. Present, the Queen's Most Excellent Majesty, the Lord President, the Lord Steward, the Duke of Buckingham, Mr. Disraeli.

"Whereas there was this day read at the Board a report from the Judicial Committee of the Privy Council, dated the 16th June instant, in the words following:—

"Your Majesty having been pleased by your Order in Council of the 4th November, 1867, to refer unto this Committee the matter of the Petition of Edward Hutchinson Pollard, one of your Majesty's Counsel for the colony of Hong Kong, against the sentence passed upon the said Edward Hutchinson Pollard by the Chief Justice of the Supreme Court in that colony on the 2nd July, 1867, setting forth that the Petitioner is a barrister-at-law, and one of your Majesty's Counsel in and for the Colony of Hong Kong; that on the 2nd day of July, 1867, the Honourable the Chief Justice of the said colony of Hong Kong pronounced a sentence that the Petitioner had been guilty of contempt of the Supreme Court of the said colony, and adjudged that the Petitioner should be fined in the sum of two hundred dollars, and further that the Petitioner should be suspended from practising before the said Court as a barrister and advocate for a period of fourteen days or until the said fine should be sooner paid; that the Petitioner, feeling himself aggrieved by the said sentence, and being advised that the same was oppressive and illegal, presented a petition to your Majesty setting forth the facts of the case, and praying, amongst other things, that the said matter of the said petition might be referred to this Committee; and the Petitioner now humbly prays that the matter of the said petition and the several proceedings of the said Chief Justice in relation to the said sentence of the 2nd day of July, 1867, may be investigated and inquired into, and that the said sentence may be wholly rescinded, reversed and expunged from the minutes of the said Court, or that the Petitioner may have such justice and redress as to your Most Gracious Majesty may seem fit and proper.—The LORDS OF THE COMMITTEE, in obedience to your Majesty's said order of reference, have taken the said humble petition into consideration, and, having heard counsel on behalf of the said Edward Hutchinson Pollard, and having likewise been attended by counsel on behalf of his Honour the Chief Justice of Hong Kong, their Lordships do this day agree humbly to report to your Majesty that in their judgment no person should be punished for contempt of Court, which is a criminal offence, unless the specific offence charged against him be distinctly stated, and an opportunity of answering it given to him; and that, in the present case, their Lordships are not satisfied that a distinct charge of the offence was stated, with an offer to hear the answer thereto before sentence was passed. Their Lordships further report to your Majesty that on the proceedings before them it appears that Mr. Pollard has received one sentence as for six several offences, and that in the statement of those alleged offences in the judgment pronounced by the Chief Justice their Lordships are not satisfied that each of the six amounted to a contempt of Court, or was legally an offence. For these reasons their Lordships humbly recommend to your Majesty that your Majesty should be graciously pleased to remit the fine of two hundred dollars which was imposed on the said Edward Hutchinson Pollard by the order of the 2nd July, 1867."

HER MAJESTY, having taken the report into consideration, was pleased by and with the advice of Her Privy Council to approve thereof and of what is therein recommended, and to order, as it is hereby ordered, that the said fine of two hundred dollars, which was imposed on the said Edward Hutchinson Pollard by the order of the 2nd July, 1867, be, and the same is hereby, remitted. Whereof the Governor, Lieutenant-Governor, or Commander-in-Chief of the colony of Hong Kong for the time being, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

(Signed) ARTHUR HELPS.

EXCHEQUER CHAMBER.

MODY V. GREGSON.

This was an appeal under a "bill of exceptions" from the decision given by Baron Bramwell in December last, as to the liability of the vendors of piece goods proved to be largely adulterated with china clay. (The judgment delivered by the learned baron was given at length in our issue of January 18.)

Mr. Manisty, Q.C., said he appeared for the defendants in this case, and it arose upon a bill of exceptions to the ruling of the learned Judge before whom the case was tried. The declaration stated that in consideration that the plaintiff had agreed to buy certain goods of the defendants at a certain price, the defendants had promised to deliver the same within a certain period, and that the same so delivered should be of merchantable quality. The case came on for trial, and the plaintiffs called a witness, who gave evidence that he was instructed by the plaintiffs to purchase 2,500 pieces of gray shirting; that he received from the defendants' agents a sample of the goods, and he ordered them according to the sample; that the defendants delivered divers pieces of gray shirting. It afterwards was discovered that a quantity of china clay had been introduced into the shirting with a view of increasing the weight of the goods, and this was alleged to be a fraud, and that the goods were not according to the sample. The learned Judge directed the jury that under the circumstances stated, if the goods were bought by sample there was an implied warranty that they were equal to the sample, and if the jury were of opinion that they were not then they ought to find a verdict for the plaintiff. The learned counsel submitted that that direction was erroneous. The action was purely *ex contractu*—it was founded on the contract alone. The simple question was what was the contract. The sample was approved and the order was given upon the sample. If the defendants had put in the china clay for the purpose of adding to the weight, then they had committed a fraud; but the contention was that the defendants were perfectly ignorant of the fact of the china clay having been introduced. There might be a latent defect, but that did not constitute a fraud. It was submitted that the words used at the time did not amount to a warranty, but if they did it was not shown that the defendants were cognisant of the deception.

Sir G. Honyman, on the other side, contended that when a person undertook to purchase goods, unless there was an opportunity of inspection, he was entitled to have merchantable goods. The learned Judge was right in his direction.

The Court took time for consideration.

COURT OF QUEEN'S BENCH.

FINNEY V. GRANT.

This was a special case stated to obtain the judgment of the Court as to the amount of freight payable to the plaintiff, a shipowner, under the following circumstances:—By the charter party it was provided that the ship was to sail from an English port to Singapore with a cargo of coals, and there discharge, and load a return cargo for England, and the freight for the whole voyage was to be paid "at the rate of £5 5s. per ton of 20 cwt. of coals delivered" at Singapore. On the voyage to Singapore a part of the coals was necessarily jettisoned, and the question was whether, in calculating the freight payable by the defendant, the charterer, for the voyage out and home the coals so jettisoned were to be taken into consideration.

For the plaintiff it was urged that the rule of law is that freight is payable on goods which have been shipped, even if it be found necessary to jettison them on the voyage; but

The Court held that the parties had agreed that the freight should depend on the number of tons of coal delivered at Singapore, and that the coals jettisoned were not to be taken into account, and gave judgment for the defendant.

COURT OF COMMON PLEAS.

BROWN V. CATOR AND OTHERS.

The plaintiff during the American war shipped as engineer and fireman aboard the *Fire Queen* on a voyage from New York to the Chinese seas, and he sued the defendants for wrongful dismissal and for wages, and for not supplying him with proper food according to agreement. It was said that the captain, finding wages far lower when he got to Shanghai, was anxious to get rid of the plaintiff and others whose wages were $50 a month. He tried to discharge them, but as they said it was part of their contract that they were to be landed in England they refused to leave the ship. The captain said he would work them and starve them till they would be glad to beg for their discharge. Accordingly he fed them on hard bread and set them to shovel the coals from one bunker to another and then back again, and kept them at this work "for seventeen hours steady" without sleep; for twenty-five days they were kept on salt beef and mouldy bread in port or trading from port to port. At Hankow the plaintiff showed some of the meat and bread to the Consul, who said that they were bad, and told the captain he must give the crew some fresh provisions. They then got the skin and gristle of fresh meat fried up, which was an improvement. They next got some rice and fish, which was so bad that even the Chinamen on board would not eat it. The Consul at Shanghai sent a letter to the Consul at Hankow, telling him to mind his own business and not to interfere. At Shanghai they went to the Consul; the Consul told them to go to the agents, Lindsay and Co. They went to the agents, who told them to go to the Consul. They returned to the Consul, and he told them to go to the devil. However, they returned to the ship and spoke to the captain, who told them there was no scale of provisions in their articles, and from that time they bought their own food, for 110 days, at $1 a day. Eventually, of the original crew, fifty-three in number, some went ashore and got drunk, eight went to California, and the plaintiff and four others stuck to the ship. At length, at Shanghai, there was an interview between them, the captain, and Mr. Markham, the Consul, at which the captain proposed to pay them up to the end of their year, and to send them home in the *Lalla Rookh*. The men wanted their pay up to the date of their landing in England, and refused the captain's offer. A man named Churchill was sent off by the Consul for twelve hours' hard labour. After several visits to the Consulate, and attempts to induce the sailors to accept their discharges, they were told to leave the *Fire King*, she having a full crew of Chinamen, and in the end they did so, and went aboard the *Lalla Rookh*. They, however, made one more attempt to return to the *Fire*

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King, but were refused, and finally they sailed in the *Lalla Rookh*, arrived in England in due time, and brought their action.

The defence was that the plaintiff had agreed to be discharged, and to accept a passage to England and pay up to the date of such discharge.

The jury found for the plaintiff for £22 14s. 2d., and this verdict caused the amicable settlement of several actions arising out of the same facts.

BANKRUPTCY COURT.

IN RE DADABHOY BYRAMJEE.

The bankrupt, who came before the Court upon his own petition, asked to pass his examination and for an order of discharge. He was described as late of 22, Great St. Helen's, City, and of Liverpool, merchant, trading in co-partnership with Rustomjee Cowasjee. The accounts showed debts of £6,452, with doubtful debts of £900, the failure being attributable to loans in trading.

Mr. Reed, who appeared for the assignees, did not oppose. He said the bankrupts had made consignments of goods to Bombay, but, in consequence of the rapid fall of the markets, a deficiency of 50 per cent. accrued.—The Court granted the desired order.

RE GEORGE LYALL.

On the 29th ult., Mr. Lyall again appeared before the court for discharge, which was opposed by Mr. Liebert, of Manchester. The counsel for Mr. Liebert examined Mr. Lyall at considerable length, and read a large amount of correspondence between Mr. Lyall and his partner, Mr. Maclean, with a view of establishing that the firm of Lyall, Still and Co. was hopelessly insolvent in 1865, and that the goods purchased subsequently were imported for the purpose of raising money on. The case is again adjourned until the fourth instant. The impression is that the discharge will be granted, as the present bankruptcy law does not meet the case.

COURT OF CHANCERY.

NARRONDUS V. SPRINGFIELD.

This was an appeal from Vice-Chancellor Malins. The plaintiffs were merchants at Shanghai, carrying on their business under the firm of Jamsetjee Nusserwanjee and Co. The defendants, Messrs. Osborn Springfield and Charles Morley Robison the younger, were merchants in London, carrying on business under the firm of Springfield, Son, and Nephew. The defendants, Messrs. Robert Crawford Antrobus, John Springfield Robison, Hugh Hamilton Lindsay, and Alexander Michie were merchants at Shanghai, carrying on business under the firm of Lindsay and Co. After the bill in this suit was filed Lindsay and Co. executed a deed of arrangement with their creditors, and the trustees of this deed were made parties to the suit. The question was whether a bill of exchange for £4,496 15s. 4d., which was drawn by Jardine, Matheson, and Co., of Shanghai, upon, and accepted by, Matheson and Co., of London, and which had been remitted to Springfield, Son, and Nephew by Lindsay and Co. (Springfield, Son, and Nephew being the London correspondents of Lindsay and Co.), had been specifically appropriated by the plaintiffs' firm for the purpose of covering two bills drawn in March, 1865, by the plaintiffs upon Springfield, Son, and Nephew, payable to the order of Lindsay and Co.

The plaintiffs' case was that these two bills, which were for £5,000 each, were drawn by the plaintiffs' firm against a shipment of 605 bales of cotton, made by them to Springfield, Son, and Nephew—this cotton being of the estimated value of £5,500. The plaintiffs then intended to consign further cotton to cover the two bills, but the price of cotton having fallen they abandoned this intention, and, instead of doing so, they handed to Lindsay and Co. the balance of the two bills, they undertaking to remit the balance to Springfield, Son, and Nephew by means of bills or draughts, which were to be specifically appropriated to meet so much of the two bills for £5,000 as the proceeds of the 605 bales of cotton might be insufficient to meet. The bill already mentioned for £4,496 15s. 4d. was, as the plaintiffs alleged, remitted by Lindsay and Co. to Springfield, Son, and Nephew, in pursuance of this undertaking. The two bills for £5,000 were never accepted by Springfield, Son, and Nephew, and the result was that one of the plaintiffs' firm accepted them on behalf of the firm. The bills of lading of the cotton were handed over to the holders of one of the bills for £5,000. Under these circumstances, the plaintiffs by this suit claimed to have the bill for £4,496 15s. 4d. applied as an indemnity against the other bill for £5,000, which was in the hands of the Bank of Hindustan. The case of the defendants, Springfield, Son, and Nephew, was that that they received the bill for £4,496 15s. 4d. from Lindsay and Co., as a remittance on their account, and not for the specific purpose alleged by the plaintiffs, and that before any claim was made by the plaintiffs to that bill they (Springfield, Son, and Nephew) had placed the proceeds to the credit of Lindsay and Co., and under these circumstances they insisted that the plaintiffs had no right to have the bill specifically appropriated to indemnify them. The Vice-Chancellor was of opinion that the plaintiffs were entitled to what they asked if it could be proved that the bill for £4,496 15s. 4d. was actually purchased with their money, in which respect his Honour thought that the evidence was insufficient, and he therefore directed inquiries on this point. From this decree Messrs. Springfield, Son, and Nephew appealed.

Mr. Cotton and Mr. Ferrers appeared for the appellants, Mr. Glasse and Mr. Eddis for the plaintiffs, and Mr. De Gex and Mr. G. W. Lawrance, for Lindsay and Co.'s trustees, were not called upon.

Their Lordships agreed with the Vice-Chancellor, and dismissed the appeal with costs.

Monetary and Commercial.

Telegrams via Kiachta announcing the opening of the silk market at Shanghai at 30s. for No. 3 Tsatlees, and the new teas at Hankow at 2s. 1d. to 2s. 5d., were received on the 29th June. On the 3rd inst., via Galle, dates from Hong Kong to June 13th, Shanghai 8th, and Foochow 6th were received, and confirmed previous telegrams received on 22nd June, of the opening of Foochow market at 2s. 2d. to 2s. 5d. Nothing distinct or reliable has been received regarding the quality, which is of course the chief point of interest. The prices are under expectations, but are certainly high enough.

The trial of the case by the consignees, per *Wild Deer*, for damaged teas is likely to be delayed by the appointment of a commission to examine witnesses in Shanghai. The owners appear confident of gaining the case if brought on for trial.

The scheme which has for some time been on foot to establish a new India and China Bank is, we understand, abandoned, at least for the present.

The biddings for Government bills on India were held on the 1st inst. at the Bank of England. The amounts allotted were, to Calcutta, 18,59,000 rs., and to Madras, 1,41,000 rs. The *minimum* price was fixed at 1s. 10$\frac{1}{2}$d. on both these presidencies. Tenders at 1s. 10$\frac{7}{8}$d. will receive about 47 per cent. It thus appears that, while Government reduced their terms by about $\frac{1}{4}$d., or 1 per cent., the rates actually paid have been somewhat higher than on the last occasion.

The bar silver and Mexican dollars by the last West India steamer were sold at 5s. 0$\frac{3}{8}$d. and 4s. 10$\frac{7}{8}$d. respectively, showing no change.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 27th June was—In gold, to Galle, £220; to Bombay, £1,700; to Madras, £260; in silver, to Shanghai, £13,160; total in gold, £2,180; in silver, £13,160.

The proceedings of the shareholders in the Commercial Bank of India it appears have practically stopped the progress of liquidation for the present. The court has not sanctioned the payment of the dividend which is now ready in the hands of the liquidator. Whether these proceedings will ultimately result in favour of the shareholders is very doubtful.

The Lords of the Privy Council have sanctioned an appeal from the decision of the Chief Justice of Hong Kong in the case of the *Isca*, although the proper time for giving notice at Hong Kong had expired when application was made there. The question at issue is whether a shipmaster is or is not warranted in including his cargo in a bottomry bond, necessary to raise funds to enable him to convey it to its destination; and it will be a satisfaction to have the point decided by the highest judicial authority.

The report of the directors and auditors of the Assam Company, presented at the annual meeting held on the 29th ult., states that there is little doubt that the year 1867 will be found to have resulted in a loss of about £16,000, following the heavy loss of 1866. The cause is a great falling off in the out-turn of tea, consequent upon unfavourable weather. Hopes are held out, however, that the company will be in a position to pay a small interim dividend in January next.

As we have already intimated, the Royal Mail steamers now proceed through from Southampton to Colon, and *vice versa*; consequently, passengers, specie, and goods for Japan and China are no longer transshipped at an intermediate port between Southampton and the Isthmus, but are conveyed to Colon in the same steamer on board which they embark at Southampton. Passengers embarking at Colon for England come home without transfer.

The report of the directors of the Oriental Hotels Company (Limited), presented at the general meeting on the 1st of July, states that the business of the Galle Hotel for 1867 was satisfactory, showing a net profit of £3,427. With regard to the Cairo Hotel however, the directors see grounds to modify their anticipation of profit. Amongst the causes of the present embarrassed state of the company's finances is the large amount paid for the land at Cairo, and, inasmuch as this land was purchased by the company with the special sanction of the Viceroy, in connection with projects for public improvements which have now fallen through, the directors are strictly of opinion that upon adequate representations being made to his Highness, the price paid for the land ought to be refunded to them. The report was adopted, and it was resolved to issue debentures to the extent of £30,000, bearing 12 per cent. interest.

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The Bank Holidays and Bills of Exchange Bill, as amended by the Select Committee, has been printed. It authorises the creation of special bank holidays by Royal proclamation, and provides that bills due on such days or on days of fast and thanksgiving shall be payable on the following day. It likewise abolishes days of grace after the 1st of January, 1869, as regards all bills drawn after that date.

In the estate of Mr. J. R. Worcester, shipowner, of Cannon-street, a first dividend of 4 5-16d. in the pound has been declared.

At length it is announced that the Royal decree abolishing the differential duties on certain articles when imported into Manila under foreign flags has received the "complase" of the Governor of the Philippine Islands, and has therefore come into operation.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices July 3.
£10	Agra Bank, A shares	All	11 to 12
10	Do. B do.	—	8¾ to 9¼
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., and China	All	19 to 20
25	Chartered Merc. of India and China ...	All	28 to 29 x.d.
20	City Bank	10	11 to 12
28½	Hong Kong and Shanghai Bank, new...	5¾	¼ to ⅜ pm.
50	London and County	20	49½ to 50½
50	London Joint Stock	15	32 to 34
100	London and Westminster	20	69½ to 70½
25	Oriental Bank Corporation	All	42½ to 43½
50	Union of London	15	32½ to 33½
	MISCELLANEOUS.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	Do. Do. 1872 ...	100	103 to 105
—	Do. Do. 1882-3 ...	100	111 to 114
20	Ceylon Company	10	3½ to 2½ dis. x.d.
20	Do. A shares	5	3 to 2 dis. x.d.
10	Credit Foncier and Mobilier of England	All	2½ to 3½
20	Egyptian Com. and Trading Company	6	5 to 4 dis.
10	General Credit and Discount Company	7½	2¾ to 2½ dis.
10	Hong Kong and China Gas	All	
20	International Finance Society	5	1¼ to 1½ dis.
50	P. and O. Steam Company	All	54 to 56
50	Do. Do. 1867	10	¼ to ⅜ pm.
10	Upper Assam Tea	All	3½ to 4½
100	West India Steam Company	60	67 to 70

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of cotton yarn and manufactures exported from London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 16th June. The exports for the six months ended 16th June compared with the corresponding periods of 1867 and 1866 are also given.

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th June, 1868, 2,842,882 yards; for the six months 1868, 26,521,206 yards; for the six months 1867, 15,900,811 yards; for the six months 1866, 21,833,873 yards. Increase for 1868 against 1867, 10,620,395 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1868, 89,900 yards; for the six months 1868, 676,765 yards; for the six months, 1867, 824,882 yards; for the six months 1866, 2,549,628 yards. Decrease for 1868 against 1867, 148,117 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1868, 138,726 yards; for the six months 1868, 1,084,225 yards; for the six months 1867, 261,222 yards; for the six months 1866, 296,200 yards. Increase for 1868 against 1867, 823,003 yards.

COTTON YARN.—Export for the month ended 16th June, 1868, 60.000 lbs.; for the six months 1868, 2,156,210 lbs.; for the six months 1867, 2,099,476 lbs.; for the six months 1866, 2,610,438 lbs. Increase for 1868 against 1867, 56,734 lbs.

VALUE.—For the month ended 16th June, 1868, £72,488; for the six months, 1868, £626,470; for the six months 1867, £614,170; for the six months 1866, £885,889. Increase for 1868 against 1867, £12,300.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th June, 1868, 14,333,705 yards; for the six months 1868, 101,442,627 yards; for the six months, 1867, 45,541,610 yards; for the six months 1866, 52,692,857 yards. Increase for 1868 against 1867, 55,901,017 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1868, 823.949 yards; for the six months 1868, 4,306,916 yards; for the six months 1867, 6,404,544 yards; for the six months 1866, 6,408,977 yards. Decrease for 1868 against 1867, 2,097,628 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1868, 300,848 yards; for the six months 1868, 2,516,202 yards; for the six months 1867, 2,601,359 yards; for the six months 1866, 2,034,205 yards. Decrease for 1868 against 1867, 85,157 yards.

COTTON YARN.—Export for the month ended 16th June, 1868, nil; for the six months 1868, 66,200 lbs.; for the six months 1867, 143,132 lbs.; for the five months 1866, 11,600 lbs. Decrease for 1868 against 1867, 76,932 lbs.

VALUE.—For the month ended 16th June, 1868, £270,930; for the six months 1868, £1,770,620; for the six months 1867, £1,128,055; for the six months 1866, £1,522,238. Increase for 1868 against 1867, £642,565.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th June, 1868, 468,436 yards; for the six months 1868, 11,541,374 yards; for the six months 1867, 7,377,515 yards; for the six months 1866, 16,584,457 yards. Increase for 1868 against 1867, 4,163,859 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1868, 70,700 yards; for the six months 1868, 1,069,436 yards; for the six months 1867, 2,085,585 yards; for the six months 1866, 1,615,639 yards. Decrease for 1868 against 1867, 1,016,149 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1868, 22,400 yards; for the six months 1868, 243,766 yards; for the six months 1867, 466,590 yards; for the six months 1866, 1,700,199 yards. Decrease for 1868 against 1867, 222,824 yards.

COTTON YARN.—Export for the month ended 16th June, 1868, 40,460 lbs.; for the six months 1868, 2,290,891 lbs.; for the six months 1867, 966,900 lbs.; for the six months, 1866, 1,006,410 lbs. Increase for 1868 against 1867, 1,323,991 lbs.

VALUE.—For the month ended 16th June, 1868, £14,330; for the six months 1868, £362,478; for the six months 1867, £302,291; for the six months 1866, £591,842. Increase for 1868 against 1867, £60,187.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th June, 1868, 2,423,178 yards; for the six months 1868, 25,158,727 yards; for the six months 1867, 28,915,577 yards; for the six months 1866, 26,773,693 yards. Decrease for 1868 against 1867, 3,756,850 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1868, 261,546 yards; for the six months 1868, 2,089,243 yards; for the six months 1867, 5,281,606 yards; for the six months 1866, 3,697,656 yards. Decrease for 1868 against 1867, 3,192,363 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1868, 67,800 yards; for the six months 1868, 960,054 yards; for the six months 1867, 2,028,822 yards; for the six months 1866, 2,323,378 yards. Decrease for 1868 against 1867, 1,068,768 yards.

COTTON YARN.—Export for the month ended 16th June, 1868, 74,983 lbs.; for the six months 1868, 673,509 lbs.; for the six months 1867, 1,094,751 lbs.; for the six months 1866, 736,263 lbs. Decrease for 1868 against 1867, 421,242 lbs.

VALUE.—For the month ended 16th June, 1868, £57,543; for the six months 1868, £194,097; for the six months 1867, £846,922; for the six months 1866, £887,378. Decrease for 1868 against 1867, £352,825.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th June, 1868, 1,099,047 yards; for the six months 1868, 6,444,347 yards; for the six months 1867, 9,814,633 yards; for the six months 1866, 16,805,729 yards. Decrease for 1868 against 1867, 3,370,286 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1868, 129,075 yards; for the six months 1868, 3,947,644 yards; for the six months 1867, 8,500,172 yards; for the six months 1866, 5,268,431 yards. Decrease for 1868 against 1867, 4,552,528 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1868, 97,430 yards; for the six months 1868, 2,962,262 yards; for the six months 1867, 8,725,833 yards; for the six months 1866, 3,837,829 yards. Decrease for 1868 against 1867, 5,763,571 yards.

COTTON YARN.—Export for the month ended 16th June, 1868, nil; for the six months 1868, 261,215 lbs.; for the six months 1867, 364,555 lbs.; for the six months 1866, 244,505 lbs. Decrease for 1868 against 1867, 103,340 lbs.

VALUE.—For the month ended 16th June, 1868, £97,430; for the six months 1868, £285,199; for the six months, 1867, £659,020; for the six months 1866 £659,064. Decrease for 1868 against 1867, £373,821.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th June, 1868, 1,666,406 yards; for the six months 1868, 6,872,806 yards; for the six months 1867, 8,721,758 yards; for the six months 1866, 4,161,178 yards. Decrease for 1868 against 1867, 1,848,952 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1868, 2,478,396 yards; for the six months 1868, 6,808,789 yards; for the six months 1867, 8,503,778 yards; for the six months 1866, 5,326,566 yards. Decrease for 1868 against 1867, 1,694,984 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1868, 175,832 yards; for the six months 1868, 538,788 yards; for the six months 1867, 634,768 yards; for the six months 1866, 87,697 yards. Decrease for 1868 against 1867, 95,980 yards.

COTTON YARN.—Export for the month ended 16th June, 1868, 59,200 lbs.; for the six months 1868, 151,703 lbs.; for the six months 1867, 72,426 lbs.; for the six months 1866, 33,750 lbs. Increase for 1868 against 1867, 79,277 lbs.

VALUE.—For the month ended 16th June, 1868, £98,421; for the six months 1868. £298,819; for the six months 1867, £446,015; for the six months 1866, £262,952. Decrease for 1868 against 1867, £147,196.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th June, 1868, 699,149 yards; for the six months 1868, 9,960,178 yards; for the six months 1867, 9,767,173 yards; for the six months 1866, 6,265,030 yards. Increase for 1868 against 1867, 193,005 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1868. 103,908 yards; for the six months 1868, 420,919 yards; for the six months 1867, 851,689 yards; for the six months 1866, 1,974,025 yards. Decrease for 1868 against 1867, 430,770 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1868, 168,430 yards; for the six months 1868, 1,011,786 yards; for the six months 1867, 1,474,502 yards; for the six months 1866, 2,329,755 yards. Decrease for 1868 against 1867, 462,716 yards.

COTTON YARN.—Export for the month ended 16th June, 1868, 53,510 lbs.; for the six months 1868, 203,860 lbs.; for the six months 1867, 53,500 lbs.; for the six months 1866; 177,527 lbs. Increase for 1868, against 1867, 150,360 lbs.

VALUE.—For the month ended 16th June, 1868, £25,343; for the six months 1868, £197,815; for the six months 1867, £280,655; for the six months 1866, £290,284. Decrease for 1868 against 1867, £82,840.

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BOARD OF TRADE RETURNS.

The returns of the Board of Trade for the month of May show a falling off of £1,266,829, or about 8 per cent. in the declared value of our exportations compared with those of the corresponding month of each of the two preceding years—a result entirely due to the diminution in our cotton shipments, which have been less by £1,257,538 than those of May, 1867. As regards cotton yarn, the reduction has been 25 per cent. in value and 29 per cent. in quantity, while in cotton goods it has been 18 per cent. in value and 13 per cent. in quantity. A falling off is likewise observable in several other articles, but the exports of woollen and worsted manufactures have been well maintained, showing an increase over last year, while in woollen and worsted yarn there is an increase over both the previous years. The following shows the total declared value of the exports of British and Irish produce and manufactures for the month of May in the last three years:—May, 1866, £15,870,131; May, 1867, £15,936,864; May, 1868, £14,670,035. For the first five months of the present year the declared value of our exportations has been £70,668,103, or about 2 per cent. less than in the same period of 1867, and about 10 per cent. less than in 1866.

The present returns give the "computed real value" of the principal articles imported for the month of April. The amount is more than last year, but considerably less than in 1866:—April, 1866, £24,034,877; April, 1867, £19,816,597; April, 1868, £21,963,955. Similar results are presented by a comparison of the value of the imports for the first four months, the inference being that the distress occasioned by the panic of 1866 obliged us to economise largely in our imports of foreign and colonial produce, and that it has latterly become necessary to replenish our stocks. For the first four months of this year the value of the imports was £68,373,049, against £64,142,642 in the corresponding period of 1867.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

TEA.

	1866.	1867.	1868.
Quantity for the month ended 31st May ... ... lbs.	15,082,052 ...	7,975,884 ...	8,515,191
Quantity for the five months 31st May	56,117,708 ...	58,983,519 ...	61,629,550
Value for the month ended 30th April	£883,715 ...	£604,955 ...	£924,210

RAW SILK.

From	For the Month ended 31st May. 1866.	1867.	1868.
China... ... ... lbs.	14,575 ...	7,942 ...	7,298
British India... ... ,,	— ...	— ...	4,818
Egypt* ... ... ,,	135,200 ...	270,704 ...	110,692
Other Countries ... ,,	94,231 ...	103,095 ...	108,234
Total ... ... ,,	244,006 ...	381,741 ...	231,042
	For the Five Months ended 31st May.		
China... ... ... lbs.	79,295 ...	24,551 ...	30,938
British India... ... ,,	57,271 ...	— ...	12,190
Egypt* ... ... ,,	1,290,664 ...	1,623,831 ...	1,636,342
Other Countries ... ,,	658,950 ...	903,826 ...	662,700
Total ... ... ,,	2,086,180 ...	2,552,208 ...	2,342,170

*In transit from India, China, and Japan.

COFFEE.

From	For the month ended 31st May. 1866.	1867.	1868.
Ceylon ... ... lbs.	4,918,173 ...	8,341,047 ...	9,351,889
Other British Possessions ,,	705,252 ...	915,679 ...	2,387,060
Total from all parts ... ,,	8,223,548 ...	12,017,871 ...	13,830,205
	For the Five Months ended 31st May.		
Ceylon ... ... lbs.	20,241,814 ...	24,874,071 ...	34,410,451
Other British Possessions ,,	3,568,988 ...	4,045,653 ...	7,631,120
Total from all parts ... ,,	31,800,857 ...	37,441,263 ...	52,525,053

RAW SUGAR.

From	For the Month ended 31st May. 1866.	1867.	1868.
Java & Philippine Islnds. cwts.	101,871 ...	70,902 ...	72,612
Total from all parts ,,	1,281,382 ...	1,312,204 ...	1,111,657
	For the Five Months ended 31st May.		
Java & Philippine Islnds. cwts.	162,536 ...	145,574 ...	359,537
Total from all parts ,,	3,985,290 ...	4,496,667 ...	4,091,985

HEMP.

From	For the Month ended 31st May. 1866.	1867.	1868.
Philippine Islands ... cwts.	10,738 ...	13,022 ...	17,559
Total from all parts ... ,,	55,739 ...	38,242 ...	61,339
	For the Five Months ended 31st May.		
Philippine Islands ... cwts.	27,327 ...	31,169 ...	67,478
Total from all parts ... ,,	173,261 ...	124,567 ...	205,623

RAW COTTON.

From	For the Month ended 31st May. 1866.	1867.	1868.
China ... ... cwts.	—	—	—
British India... ... ,,	581,173 ...	252,552 ...	139,951
Egypt... ... ... ,,	148,756 ...	106,052 ...	114,145
United States ... ,,	665,050 ...	1,072,389 ...	978,095
Total from all parts ... ,,	1,490,636 ...	1,551,087 ...	1,353,965
	For the Five Months ended 31st May.		
China ... ... cwts.	—	2,041 ...	—
British India ... ... ,,	1,649,553 ...	538,815 ...	517,019
Egypt ... ... ,,	551,251 ...	657,197 ...	607,810
United States ... ,,	2,471,929 ...	2,690,611 ...	3,377,886
Total from all parts ... ,,	5,180,970 ...	4,353,482 ...	4,928,878

CLEARANCES FOR HOME CONSUMPTION.

	1866.	1867.	1868.
	For the Month ended 31st May.		
Tea from all parts ... lbs.	11,966,122 ...	9,279,034 ...	4,531,092
Coffee from Ceylon ... ,,	2,645.175 ...	1,908,762 ...	1,637,040
Do. from all parts... ,,	3,629,575 ...	2,734,663 ...	2,332,056
Raw Sugar from Java & the Philippines ... cwts.	8,737 ...	25,942 ...	41,142
Raw Sugar from all parts ,,	332,471 ...	904,014 ...	759,970
	For the Five Months ended 31st May.		
Tea from all parts ... lbs.	41,608,254 ...	44,942,759 ...	50,811,124
Coffee from Ceylon ... ,,	9,582,265 ...	9,317,559 ...	9,058,348
Do from all parts... ,,	13,237,270 ...	13,988,116 ...	13,727,361
Raw Sugar from Java & the Philippines ... cwts.	83,277 ...	216,026 ...	352,895
Raw Sugar from all parts ,,	3,984,182 ...	4,726,468 ...	4,545,033

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st May, 1868, compared with the two previous years:—

	1866.	1867.	1868.
Coffee... ... ... lbs.	29,261,655 ...	27,577,056 ...	39,332,552
Tea ... ... ,,	98,677,918 ...	101,256,169 ...	84,603,506
Unrefined Sugar ... cwts.	3,443,856 ...	2,963,357 ...	1,700,510

EXPORTS.

COTTON YARN.

To	For the Month ended 31st May. 1866.	1867.	1868.
China and Hong Kong lbs.	640,020 ...	593,620 ...	150,320
Singapore ... ... ,,	178.260 ...	228,860 ...	67,200
Ceylon ... ... ,,	8.824 ...	10,000 ...	19,000
Total to all parts ... ,,	10,513,970 ...	15,548,283 ...	10,963,994
	For the Five Months ended 31st May.		
China and Hong Kong lbs.	2,277,226 ...	1,990,870 ...	2,048,966
Singapore ... ... ,,	527,650 ...	1,130,590 ...	637,000
Ceylon ... ... ,,	125,154 ...	41,000 ...	137,700
Total to all parts ... ,,	55,395,016 ...	61,197,610 ...	77,166,071

COTTON MANUFACTURES.

To	For the Month ended 31st May. 1866.	1867.	1868.
China and Hong Kong yds.	18,948 204 ...	15,976,483 ..	26,236,492
Philippine Islands ... ,,	2,256,949 ...	3,314,290 ...	2,881,300
Java ... ... ,,	2,049,727 ...	2,299,400 ...	3,265,140
Singapore ... ... ,,	5,005,246 ...	7,681,712 ...	2,749,720
Ceylon ... ... ,,	1,197,836 ...	1,635,870 ...	667,804
Total to all parts ... ,,	216,305,089 ...	248,114,573 ...	215,618,475
	For the Five Months ended 31st May.		
China and Hong Kong yds.	71,938 375 ...	52,945,384 ...	122,664,468
Philippine Islands ... ,,	8,209.358 ...	15,314,072 ...	12,794,120
Java ... ... ,,	18,232,093 ...	15,922,320 ...	10,636,152
Singapore ... ... ,,	22,540,982 ...	31,283,423 ...	24,875,603
Ceylon ... ... ,,	7,181,063 ...	9,019,063 ...	9,120,593
Total to all parts ... ,,	985,540,574	1,06,8164,225	1,164,730,645

WORSTED STUFFS.

To	For the Month ended 31st May. 1866.	1867.	1868.
China and Hong Kong yds.	2,428,117 ...	1,607,370 ...	2,632,788
Total to all parts ... ,,	15,770,887 ...	18,925,304 ...	18,425,705
	For the Five Months ended 31st May.		
China and Hong Kong yds.	8.698,797 ...	11,024,049 ..	9,163,876
Total to all parts ... ,,	97,535,714 ...	82,582,656 ...	85,299,174

WOOLLEN AND WORSTED CLOTHS.

To	For the Month ended 31st May. 1866.	1867.	1868.
China and Hong Kong yds.	184,966 ...	75,224 ...	374,273
Total to all parts ... ,,	2,527,325 ...	2,164,254 ...	1,998,432
	For the Five Months ended 31st May.		
China and Hong Kong yds.	815,003 ...	689.291 ...	937,895
Total to all parts ... ,,	13,793,230 ...	12,745,036 ...	9,538,313

LEAD.

	For the Month ended 31st May. 1866.	1867.	1868.
China and Hong Kong tons	887 ...	481 ...	1,057
Total to all parts ... ,,	2,310 ...	2,752 ...	5,054
	For the Five Months ended 31st May.		
China and Hong Kong tons	3,722 ...	1,086 ...	3,907
Total to all parts ... ,,	11,615 ...	8,663 ...	16,542

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and four months ended 30th April, 1868, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Month ended 30th April. 1866.	1867.	1868.
China (exclusive of H. Kong)	£487,434 ...	£338,715 ...	£380,847
Hong Kong	185,072 ...	180,864 ...	68,593
Japan...	62,701 ...	234,590 ...	61,950
Singap. & Straits Settlements	272,341 ...	151,997 ...	143,050
Ceylon	87,106 ...	31,787 ...	90,096
Philippine Islands	97,489 ...	60,337 ...	65,612
Java	154,464 ...	161,948 ...	22,138
	For the Four Months ended 30th April.		
China (exclusive of H. Kong)	£1,622,802 ...	£1,289,806 ...	£1,821,848
Hong Kong	901,533 ...	554,265 ...	935,663
Japan...	473,973 ...	539,208 ...	314,209
Singap. & Straits Settlements	655,450 ...	702,427 ...	534,999
Ceylon	293,432 ...	250,132 ...	233,603
Philippine Islands	217,987 ...	357,805 ...	277,499
Java	496,949 ...	488,410 ...	217,326
Siam	4,088 ...	— ...	

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ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says :—"We have no improvement to notice in the tone of our market during the past fortnight, business continuing on the same extremely limited scale which we have had to report during the past six weeks, there being still no demand of any consequence either for home consumption or export. The inherent strength of the market has been severely tested by this long state of dulness and inactivity, and the very slight reduction which has taken place shows that the confidence of holders is still maintained by the gradual reduction in stocks which is taking place.

"CONGOUS.—Siftings show scarcely any alteration in prices, but there is less activity in the demand. Broken-leaf kinds have sold rather lower. Fair to good common have shown some weakness, very good common having been sold at 1s. 3d. per lb. Fair flavoury kinds are difficult of sale at a reduction of ½d. per lb. Fair to good Kaisows are also difficult of sale, whilst the finer kinds remain without inquiry. Amoy kinds remain without alteration. Common black-leaf kinds have sold rather easier, the quality of some of the recent arrivals being below the average. Fair to good remain steady, but the transactions have been only on a moderate scale. A few sales of good to fine Moning have been made at the decline last quoted. In new-make Canton kinds there is no material alteration. Oolongs: common to medium kinds remain heavy of sale even at the low prices current; finest still inquired for. Souchongs show no alteration. In Flowery Pekoes there has not been much doing. Scented Teas: some arrivals of Caper have been sold at a slight reduction in price. Common to fair Orange Pekoes have sold from 1s. 1d. to 1s. 3d. per lb., the better kinds being neglected. Foochow kinds are rather more difficult to move, and prices show ½d. per lb. fall. In uncoloured Japans business remains on a limited scale.

"GREEN TEAS.—The amount of business done has been very small, and barely sufficient to alter quotations, but for some of the finer kinds of Moyune, better prices have been offered. Ping Sueys have sold at the reduction last quoted; Common Canton Gunpowders have sold lower.

"The Stock in the United Kingdom on the 30th ult. was estimated at 77,800,000 lbs., against 92,500,000 lbs., and the quantity afloat 5,173,260 lbs., against 5,718,000 lbs."

Messrs. Sillar and Bateman's report says :—"The quietness noticed in our last report has continued. In fact, ever since the heavy duty payments in April, previous to the bringing out of the Budget, the market may be said to have been almost in abeyance.

"The trade throughout the country has hitherto been most unwilling to raise the price to their retail customers, and have been running off their old stocks rather than submit to the advance which had been established. In one or two cases owners have pressed sales, and the result has been a fall of 1d. per lb. and upwards in some descriptions of Congou.

"Telegrams have been received advising the opening of the markets both at Hankow and Foochow; at the former port prices are said to rule 3 to 5 taels higher than last year, and at the latter port 3 taels higher. Our own telegram came to hand on the 22nd inst.—prices were not named, but the market at Foochow was reported to have opened 'quietly.' 2,000 tons were coming forward round the Cape by steam.

"Only two vessels have arrived during the last month, with 1,112,660 lbs. The deliveries (from official returns) are 8,250,000 lbs. The quantity of old season's tea now afloat from China and Japan is 5,500,000 lbs., of which 3,400,000 lbs. is Congou. There are also afloat 1,795,000 lbs. of Assam and Indian teas. These—with what new season's teas may arrive by steamer and overland—constitute our supply until the clippers become due, say 15th September, any excess in the deliveries over this will therefore have to be drawn from the stock."

The *Produce Markets Review* of last week says:—"A telegram, dated Foochow, May 23rd, has been received in London announcing the opening of the Tea market at that port, and that the settlements amounted to 30,000 chests, at prices 3 taels higher than last year. This information is somewhat meagre, as nothing is stated as to the quality of the Tea, neither is there any information respecting the departure of vessels for England. The season appears to be a week or two earlier than that of last year, so that, in the event of no delay occurring at the ports, the first arrivals with the new crop may be looked for early in September; this, however, is too early, if the present apathy of the dealers as regards fine Teas be any criterion, and we are prepared to find that there will be less disposition than usual to buy from the first arrivals, unless the quality should prove unusually attractive. There is, at the present time, far more first-crop Kaisow Tea in this country than is required, and merchants are anxious to realise without delay. The demand this week has been very quiet; merchants do not, however, press their Teas, but the trade hold aloof, and buy only the most attractive and readily saleable parcels. Any idea of an advance in common Congou seems now to be abandoned, and, we believe, nothing short of a substantial fall in this class of Tea will improve trade."

SILK.

The Silk Market became more active during the latter part of June and as it became more and more evident that the crop in Europe would be worse than last year, and prices unprecedentedly high, buyers began to turn their attention more seriously to Asiatic Silk, and a large business has resulted, accompanied with a considerable advance in prices. Messrs. Jacomb, Hogg, and Co.'s Circular says :—"In China Silk transactions have been very extensive, and the market has been almost cleared of fair and medium Tsatlees, the advance in these descriptions being from 1s. to 2s. per lb. Key-Ing Taysaams were for a time comparatively neglected, but have latterly been in better demand at improved prices. Japan Silk was the first to feel the improvement in the market, and for a time all descriptions of Mibash were eagerly bought up at rapidly improving rates, the average advance during the month being about 2s. per lb. The deliveries for the month, 3,735 bales of China, and 738 bales of Japan, indicate a decided increase in the consumption of Asiatic Silk."

Messrs. H. W. Eaton and Sons' Circular states.—"Since the public sales, the particulars of which were reported upon the 25th ult., the market for Silk has continued very active, all classes participating in the improved demand, and the business of the month has resulted in an advance of 1s. to 2s. per lb. for Chinas. There is now very little Silk left in the hands of importers, and the present holders are not at all anxious to sell. The improved deliveries will show that the movement has been well supported by the manufacturers, and is not purely speculative, as is too often the case. Canton Silk, in the absence of any new arrivals, has been very inactive. In Japans, the stock being so limited, offers but little selection to buyers, and the inquiry for the fine to finest sorts has caused extreme rates to be paid.

	Ordinary and Common.	Superior.
CHINA.		
Tsatlee, No. 1	— ...	31s. 6d.
,, ,, 2	— ...	30s. 6d.
,, ,, 3	27s. 6d. to 28s. 6d. ...	29s. 6d.
,, ,, 4	25s. 0d. to 27s. 0d. ...	
Yuenfaa	21s. 0d. to 25s. 0d. ...	25s. 6d. to 27s. 0d.
Taysaam	19s. 0d. to 22s. 0d. ...	23s. 0d to 25s. 6d.
Ditto Long Reel... —	18s. 0d. to 22s. 0d. ...	None
Canton	None ...	17s. 0d. to 22s. 0d.
Chinese Thrown ...	— ...	27s. 0d. to 28s. 6d.
JAPAN.		
Maibash	30s. 0d. to 33s. 0d. ...	34s. 0d. to 37s. 0d.
Ida...	24s. 0d. to 29s. 0d. ...	None
Sodai	24s. 0d. to 28s. 0d. ...	29s. 0d. to 31s. 0d.
Oshiu	26s. 0d. to 29s. 0d. ...	31s. 0d. to 35s. 0d.
Koshiu	24s. 0d. to 27s. 0d. ...	28s. 0d. to 31s. 0d.
Eichizen	20s. 0d. to 21s. 0d. ...	22s. 0d. to 25s. 0d.
Mashta	20s. 0d. to 22s. 0d. ...	23s. 0d. to 24s. 0d.
Hatchoji	None ...	None

COTTON.

In the London market the dulness reported in our last continued until the 20th ultimo, when an improvement in the demand occasioned an advance of ⅛d. to ¼d. During the week ended 27th ultimo, a general disposition to sell was manifested, the previous advance was lost, prices receded, and at the close of the week were ⅛d. per lb. lower for all descriptions. The market has since remained extremely quiet, there being a complete absence of inquiry on the spot, although for arrival the low quotations ruling have induced some few offers. The current quotations are as follows :—Madras—Tinnivelly: middling fair, 8d.; fair, 8¼d.; good fair, 9d. Northern and Western, middling fair, 7⅞d.; fair, 8d.; good fair, 8¼d. Coconada, middling fair, 7⅞d.; fair, 8d.; good fair, 8¼d. Scinde, middling fair, 7¼d.; fair, 7½d.; good fair, 8d. Bengal, middling fair, 7½d.; fair, 7¼d.; good fair, 8d. For arrival :—Tinnivelly, 8d. to 8¼d., June shipment to June sailing, guaranteed good fair; 50 bales Bengal, 7d., May or June shipment, guaranteed fair new. In the Liverpool market the demand improved and rates advanced on the 20th ult., the favourable condition of the market continuing until the 24th, when there was less inquiry, and prices became depressed and irregular. Since then there has been a quiet but steady market, the quotations given below being maintained with little variation. For arrival the following have been the latest prices paid: Dhollerah fair new merchants, May and April sailing, 8⅜d.; Oomrawuttee fair new merchants, April sailing, 9d. On the spot the current rates are as follows:—American, 9½d. to 11¼d.; Pernam., &c., 10⅜d. to 11d.; Santos, 10¼d.; Maceio and Bahia, 10¼d. to 10⅞d.; Maranham, 11d.; Egyptian, 10d. to 15d.; Peru, 11⅛d.; Surat, 7d. to 11d.

COFFEE.

Since the date of our last report, the export deliveries having improved, a better tone has been established in the market for Plantation Ceylon. No permanent improvement in prices can, however, be reported. Most of the parcels previously bought in have been disposed of, and the whole of the offers at auction have found buyers, the greater demand being for the superior qualities. The latest prices paid have been for triage 36s. to 41s., ordinary 75s. 6d. to 76s., low to good middling 67s. to 82s., peaberry 71s. to 87s. The quantities sold at the auctions since our last report have amounted to about 3,200 casks, 500 barrels, and 1,000 bags. For Native Ceylon the demand has been limited, but for the small quantity sold the prices current at the date of our last have been maintained, and at the last sales good ordinary qualities realised 47s. bold, and peaberry 50s. 6d. to 51s. per cwt. The Dutch Trading Company's monthly public sale of 92,400 bags Java, &c., held at Amsterdam on the 24th ult., went off at about the valuations, good ordinary bringing 34¼c., against 35½c. to 36c. at the May sale.

COIR GOODS.—Only a small supply has been offered, which realised former terms. 36 tons Ceylon Yarn sold, fine £46 10s. to £48, good £52 5s. to £55, low middling to middling £32 to £35 10s., common £27 5s. to £28 10s.; 1 ton Ceylon Fibre sold at £26 10s. to £27 5s. per ton.

CAMPHOR.—Since the sales ex Ajax, reported in our last, the market has been quiet at £6 10s. for China and £6 7s. 6d. for Japan.

COCOA-NUT OIL.—The market for Ceylon is steady, with a very moderate trade, the previous quotation of £51 being maintained.

CUTCH.—Rates are considerably lower. A large private business has been done at 37s., and of 2,327 packages at auctions about half sold at 32s. to 36s. per cwt. for fair mixed to fine qualities.

GUMS.—Benjamin: At the public sales 32 cases Sumatra were offered of which 2 cases of fine seconds sold at £11 2s. 6d. per cwt. The market has since become quiet. Damer: Firm, 89 boxes offered at high prices and withdrawn.

GALLS.—There is a moderate business doing in both China and Japan at 54s. 6d. to 55s. for the former, and 52s. to 53s. for the latter.

JAPAN WAX.—The stock on hand is extremely light, and prices are in consequence firmly maintained. At auction 160 boxes, ex Gleam realised, fine saucers 115s. to 121s., very good 112s. to 114s. per cwt.

MANILA HEMP.—There have been no public sales, and the private

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trade has been extremely dull. The current quotation for fair and good roping is £45 to £48 per ton.

PLUMBAGO.—Ceylon is in good demand at advanced rates, and 454 barrels at auction sold as follows:—Lump, fine and very fine soft 41s. 6d. to 44s.; middling 31s.; low dull middling and mixed with dust 23s. 6d. to 24s. Dust, fine 18s. 6d. to 20s.; middling and good 14s. to 15s. 6d.

PEPPER.—Messrs. Brookes and Faith's Circular reports as follows:—"Singapore Black: Shortly after our last, demand subsiding, sellers appeared at 3⅜d. per lb. for good quality, at which figure a considerable quantity changed hands, say upwards of 7,000 bags. At sale on the 1st inst. importers were stiffer in their demands, and the trade not responding, the whole of 3,549 bags were retired, 3⅜d. being asked; 3¼d bid for 1st and 2nd class sea damaged, but refused, thus constituting market dearer. As compared with Penang, the shipments of Sumatra Pepper are light, the quantity of Black Pepper (Singapore and Penang), afloat for this port is in excess of last year, being to 2nd May 1868, 1,644 tons against 1,166 tons. Penang Black shows no material alteration since our last, when we quoted fair to good clean at 2 15-16d. prompt, and bold heavy West Coast at 3d. to 3 1-16d. Very large quantities have been placed during the month from 2⅞d. to chiefly 2 15-16d. prompt, but market closes firmer, there being ready buyers at 2⅞d. for any quantity, but no sellers under 2 15-16d. cash for good fair quality. Acheen and dusty East Coast in proportion. White: The firmness noted in our last continued for some time, and about 800 bags were placed at steady prices, viz., good at 5⅛d. to 5¼d.; and fair 5d. to 5⅛d. Large parcels continuing to be offered, market became dull, and even at a decline only a small lot of 872 bags found buyers (say 150 bags) at 5d. per lb. This is still the nearest nominal quotation for middling to fair Singapore; Penang held for 5d. including the quantity offered on date of our last issue, 1,918 bags have been ordered since our last. At 4 15-16d. there are ready buyers.

RICE.—The continuance of fine weather has had a most depressing influence upon this market, and prices shortly after our last declined 6d. to 1s. per cwt. on Bengal kinds, and 3d. to 6d. per cwt. on soft grain descriptions. During the past week or so, however, demand for the lower qualities has steadily increased, and a fair inquiry prevailing for other kinds, a slight rally has ensued (to the extent of about 3d. to 4d. per cwt.). Several cargoes have been placed, as enumerated below, and on the whole a rather large business has been transacted; but as the present light stocks of soft grain become augmented by the arrival of new crop, it is very possible that prices will again decline. Cargoes: For Continent, 800 tons Bassein at 10s. 6d. per cwt., continental terms, May sailing; do., 1,100 tons Rangoon at 10s. 10½d.; for London, 1,000 tons Rangoon at 11s. landed, or 10s. 6d. ex ship; do., 1,200 tons Bassein at 10s. 9d. landed in London or Liverpool, or 10s. 6d. continental terms, May sailing; do., 1,400 tons Rangoon at 10s. ex ship, or 10s. 6d. landed, September sailing; do., 600 tons Bassein at 10s. ex ship, or 10s. 6d. landed U.K., or 10s. 6d. continental terms; do., 600 tons Saigon at 10s. 3d. ex ship London, no guarantee, less 2½ per cent. discount; for Liverpool, 500 tons Saigon at 10s. 9d. landed, March sailing, discount 2½ per cent.; for London, 600 tons Necranzie at 11s. landed, or 10s. 6d. continental terms, April sailing; for Continent, 1,000 tons Bassein at 10s. 6d., May sailing. On the spot the following prices have been realised:—Bengal middling to good white, 13s. 6d. to 13s. 7½d.; ordinary, 11s. 6d. to 12s.; broken white, 10s. 7½d.; low cargo kind, 7s. 6d. to 8s. 3d.; Ballam, 8s. 6d. to 9s. 3d.; Dacca, 9s. 9d. to 11s.; Necranzie, 11s. cash; Saigon, per Indian Empire, at 10s. 9d.

SPICES.—Cinnamon: Rather a large business has been transacted of late, but prices show great irregularity. On the whole a decline must be quoted, although for certain descriptions fully last quarterly sales' rates have been obtained. Auctions have comprised about 265 bales, nearly the whole of which were disposed of, and privately several parcels of new import have also been placed. Quantity afloat is heavy, being 2,350 bales against 1,729 packages last year. Stock, 2,984 packages against 2,270 packages in 1867. Chips are still in strong inquiry, but prices as compared with the sale mentioned in our last Postscript are about ½d. lower, 96 bags fair having been quitted at 9d. to 9¼d. per lb.., and 46 bags ordinary coarse at 6¼d. per lb. Shipments continue heavy, being 1,031 cwt. and 26 cases. Cloves: Penang have been in unusually abundant supply, 126 cases having been offered at auction, and holders showing a desire to realise, the bulk was disposed of; fair to middling 9¼d. to 9½d., good bright 9¾d., and fine to extra bold 10d. to 10¼d. Nutmegs: Rather important sales have occurred, and prices again rule in buyer's favour. Of 94 cases at auction, the bulk was placed. The following are the more recently obtained prices:—69 to the lb. 3s. 7d., 79 to the lb. 2s. to 2s. 1d., 82 to the lb. 1s. 10d., and 122 to the lb. at 1s. 3d.; Batavian 80 to the lb. 1s. 11d., 100 to 103 to the lb 1s. 4d. to 1s. 5d.; wormy 6d. to 7d.

SAPANWOOD.—The market is quiet. We note the sale of 19 tons Ceylon at £11 to £11 5s., and 12 tons middling Siam at £11 15s.

TAPIOCA.—The market for Penang is extremely dull but firm. Of 1,399 bags at auction only 160 sold, good to fine at 3¾d. to 4d., middling at 3½d. Singapore has participated in the depression, and of 294 bags at auction, per Empress of India, only 130 bags were quitted at 3⅞d. per lb. for good middling quality.

TIN.—The market for Straits has remained steady since our last report, at £91 10s. on the spot and £92 for arrival with a fair demand. During the past month the Dutch Trading Company gave notice that the 40,489 slabs Banca Tin, retired from their March sale, would be offered by private tender, in lots of 2,500 slabs, and that offers under 55 florins would not be considered. As a result, 2,500 slabs were sold at 55.05 florins, an offer of 55 5-16ths for the whole quantity being refused, on the ground that the terms stipulated were not in conformity with the company's regulations. To the uncertainty which still exists as to the intentions of the Dutch Trading Company, and to the great reluctance on the part of speculators to operate, we must attribute the inactivity of this metal, which under other circumstances would certainly attract the attention of consumers as well as those who use it for purposes of investment. The stock of Straits Tin in London is estimated at 1,710 tons, against 2,200 tons in 1867, and 2,850 tons in 1866. The quantity afloat for Europe is 1,183 tons, against 2,105 tons in 1867, and 1,230 tons in 1866. The quantity of Banca afloat for Europe is 1,930 tons, against 630 tons last year.

ARTICLES OF EXPORT.

The latest London quotations are as follows:—

IRON.—Welsh bars, £6 5s. to £6 10s.; Staffordshire bars, £7 5s. to £7 15s.; nail rods, £7 5s. to £7 12s. 6d.; hoops, £8 5s. to £9; sheets, £9 to £9 10s.; discount 2½ per cent.

COPPER.—Ore 14s. to 14s. 6d. per unit nett; Spanish cake, £75 to £76 per ton; Australian, £80 to £82; English tough, £79; best selected, £81; sheets, sheathing, &c., £81 to £83; discount, 3 per cent.

YELLOW METAL.—Sheets, four feet by four, 6⅞d. to 7⅛d. per lb.; sheathing and rods, 7⅛d. to 7⅜d.; discount 3 per cent.

LEAD.—Pig, W.B., £21 5s. per ton; do., other brands, £19 5s.: Spanish, soft (ex ship), £18 7s. 6d.; sheet, £19 15s. to £20; shot (kegs extra), £22 5s. to £22 10s.; white do.; £27 to £30; red do., £20 15s. to £21; discount 2½ per cent.

SPELTER.—Silesian, £20; English (smelted from ores) £19 15s. nett.

QUICKSILVER.—In bottles of 75 lbs. each, £6 17s. per bottle; discount 3 per cent.

ZINC.—English sheet £25 10s. to £26 per ton; discount 2½ per cent.

The following is from the Circular of Messrs. French and Smith:—We have experienced another quiet month in the metal market, no business being done but for immediate consumption or shipment.

IRON.—There was a good ordinary demand for most descriptions. In Wales and Staffordshire the iron masters are fairly supplied with orders for early delivery, but the hot and dry weather has to some extent interfered with production. Scotch Pig was more animated, and is now rather higher in price.

COPPER.—Throughout the month this market has been marked by dullness and want of all animation. For foreign the market early showed signs of weakness, and transactions have generally been in favour of buyers. Later in the month some large parcels of English, being pressed for sale, were only quitted by considerable concession on nominal rates. During the last week there has been some improvement in Chili Bars, with transactions at £73 10s. to £74 for spot and arrival. At the Swansea ticketing, on the 30th ultimo, the average price realised was 14s. 0½d. per unit for 3,435 tons of ore.

TIN.—In spite of large consumption and favourable statistics this market has shown no signs of improvement. Early in the month the English smelters declared a reduction of £2 per ton, making Bars £97, Blocks and Ingots £96; at present these prices are hardly obtainable.

TIN PLATES.—There was no recovery in the price of Tin Plates during the past month. The shipments were again large, 146,000 boxes, against 112,000 boxes in June, 1867.

LEAD did not recover from the dulness reported in the early part of June, and in consequence the price again gave way a little. We quote: W.B. £21 5s., L.B. and Co., £19 5s.; Soft Spanish £18 7s. 6d.

SPELTER.—The improvement noticed in the early part of June did not continue—the quotation is now for Silesian £20 per ton. The stock on 1st instant was 1,394 tons, against 3,883 tons on 1st July, 1867.

MANCHESTER MARKETS.

Mr. Sam Mendel's report is as follows:—"The embarrassment occasioned by the disproportion in the relative value of Cotton and Manufactured Goods remains unchanged, and in view of the conflicting opinions entertained as to the extent of the future supply of the raw material, the trade moves heavily, and with disadvantage to those interested. The principal recognised features that usually determine the action of buyers and control the course of prices are at present difficult of assimilation. The absence of large stocks in many foreign markets is neutralised by recent and continued heavy exports, more especially to the East. A probable insufficiency of the supply of cotton is shown when compared with the quantity available at same date last year, and if we go back to 1866, the prospect is by no means hopeful for millowners securing a profitable trade, and it can be only a question of time when they will be forced into further reduced hours of working than yet adopted. Much as all feel this measure called for, comparatively few have resorted to this saving policy, and many of the mills that were put on to working four days out of the six have again resumed full time working within the last few days. The result is, spinners and manufacturers are now in a worse position than at the close of last month. Figures are put forth to show that we have an ample supply of Cotton, yet none of these do away with the fact that the visible supplies are below those of last year to the extent of 452,965 bales, and we must henceforward use less cotton or end the year with very small stocks if these be not supplemented by shipments from India on a much larger scale than we can venture to anticipate. The effect on values the future only can demonstrate. Grey Shirtings: Transactions were on a very limited scale during the earlier part of the month, and prices gave way. At the decline a fair business was done, but as stocks became lessened manufacturers put up their rates, which served materially to check operations, and stocks are now beginning to accumulate. The month closed with a quiet tone. T-Cloths have been in fair request. Good and best makes are more particularly inquired for."

QUOTATIONS.

	s. d.		s. d.
Grey Shirtings, 7 lbs.	8 9	to	9 4½
,, ,, 8¼ lbs....	—	to	11 3
Maddapollams	—	to	4 0
Long Cloths	—	to	10 9
T-Cloths	—	to	6 9
White Spot Shirtings	—	to	11 9
,, Brocade	—	to	12 0
,, Damasks	—	to	20 0
Cotton Yarn, Nos. 16-24	1 2½	to	1 4
,, Nos. 28-32	1 3¼	to	1 5½

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Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Jne.13	Amazon	Gautschau	Hong Kong	Cardiff
— 13	Banian	Chase	Shanghai	Liverpool
— 13	Gabalva	Hyde	Yokohama	Cardiff
— 16	Louisa	Lansdown	Hong Kong	London
—	Otto	Ahlmann	Singapore	Hamburg
—	Hong Kong	—	Shanghai	Do.
—	George Green	Kirby	Singapore	Cardiff
— 15	William	Mesnier	Galle	Do.
— 5	Agra	Miller	Shanghai	Penarth
— 8	Mina	Ygartua	Hong Kong	Do.
— 15	Graafstroom	Clercq	Batavia	Liverpool
— 15	Stad Delft	Waal	Do.	Do.
— 16	Sirene	Clasen	Hong Kong	Do.
— 18	Finzel	Hicks	Do.	London
— 15	County of Argyle	McLean	Batavia	Clyde
— 17	Carlin Craig	McBean	Singapore	Shields
— 17	Alida	Sammann	Hong Kong	Glasgow
— 20	Whitehall	Marsh	Do.	London
— 20	Nymph (str.)	Castle	Singap., Shanghai, Yoko., & Nagasaki	Do.
—	Jacoba Cornelia	Jansen	Singapore	Amsterdam
— 18	Zuidholland	Severt	Galle	Cardiff
— 18	Proteus	Murphy	Hong Kong	Penarth
— 19	Varuna	Buchan	Singapore	Clyde
— 19	Alphonsine	Henery	Shanghai	Sunderland
— 18	Harrington	Colgan	Singapore	Glasgow
— 23	John C. Munro	Bannister	Yokohama	London
— 20	Lawrence Brown	—	Japan	Swansea
— 19	Bravo	Ommeren	Singapore	Liverpool
—	Eastern Star	Kirkaldy	Do.	Hartlepool
— 23	Jessie	Fick	Shanghai	Cardiff
— 22	Richard	Hauck	Galle	Do.
— 23	Albatross	Lawson	Shanghai	Do.
— 22	Cattofield	Jane	Penang	Leith
— 25	Indian Empire	Baird	Shanghai	London
— 23	Coromandel	—	Galle	Shields
—	Taunton	Hogg	Hong Kong	Hartlepool
— 26	Red Deer	Fordyce	Do.	London
—	Alcyone	Kruisinga	Sourabaya	Amsterdam
— 20	Canada Belle	Tindall	Galle	Shields
— 25	Enoch Arden	—	Shanghai	Cardiff
— 25	Ardanza	Alcatina	Manila	Liverpool
— 25	La Serena	Modril	Yokohama	Do.
— 25	Ajax (s.s.)	Kidd	Singap., China, &c.	Do.
— 25	Jane Blythe	Martin	Singapore	Do.
— 27	Lammermuir	Owen	Shanghai	London
— 26	Avenir	—	Colombo	Swansea
—	Catherine	Drescher	Hong Kong	Bremen
— 26	Amigos	—	Manila	Liverpool
— 29	Thames	Arnold	Colombo	London
— 27	Laurens Coster	Zweede	Sourabaya	Liverpool
— 27	Koffyboom	v. Galen	Batavia	Do.
— 30	Sree Singapura	Mackenzie	Singapore	London
— 29	Bezaleel	Chellew	Hong Kong	Cardiff
— 22	Johanna Christina	Rossingh	Batavia	Liverpool
— 27	Johanna Lodowyk	Dil	Do.	Do.
—	Doisburgh	Spaandermann	Samarang	Amsterdam
— 30	Ensign	Duncan	Singapore	Cardiff
— 24	Constance	Kimmerer	Batavia	Lisbon*

* After repairing.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
May31	Belle	Hill	Nagasaki	New York
June 2	Strathmore	Burke	Padang	Do.
— 11	Conchita	Renteria	Manila	Cadiz
— 4	Guam	Page	Shanghai	New York
— 17	Gustav. Adolf	Leithman	Bankok, for Bremen	Falmouth
— 20	Bernhard Carl	Luders	Do.	Do.
— 18	Gesina Maria	Rolff	Batavia	Texel
— 21	Freya	Major	Saigon	Off Falmouth
—	Sanderson	Sanderson	Colombo	Off Scilly
— 11	Elvira	Allday	Rangoon, for Hambg.	Do.
— 17	Ferdinand & Louis	Duinker	Pasaroeang, for Amst.	Do.
— 22	Sophie (barq.)	Radden	Canton	Deal
— 23	Miranda	Good	Colombo	London
— 22	Elizabeth Fleming	Foster	Hong Kong	Falmouth
—	Oxus	—	Akyab	Off Queenstown
May31	Esperance	Noel	Macao	Havana
Jun.24	Woodville	Lawrence	Colombo	London
— 22	Penguin	Wesenberg	Bankok, for Hambrg.	Off Dover
— 25	Lochnagar	Scott	Colombo	London
— 25	Hesperia	Jarvis	Do.	Do.
— 22	Felix Mendelssohn	Haase	Batavia, for Amstdm.	Off Dover
— 25	Inkermann	Grant	Rangoon	Liverpool
— 22	Union	Grant	Saigon, for Rottdm.	Belle Isle
— 24	Henr. Eliz. Susanna	Meyboom	Banjoewangie	Brouwershaven
— 25	Queen of England	McKenzie	Maulmain	Off Falmouth
— 25	John Brown	—	Manila	Off N. Foreland
— 26	Craigie Lee	Cowie	Zebu	Liverpool
— 25	Sperwer	Huisman	Banjoewangie	Texel
— 27	Staatsraad v. Ewyck	Ham	Java, for Amsterdam	Off Falmouth
— 13	Sea Flower	Talbot	Zebu	New York
— 13	Ceres	Lorenzen	Hong Hong	Do.
— 14	Shirley	Ferguson	Manila	Do.
— 27	Sparkler	Miller	Singapore	Clyde
— 9	Avon	Zulueta	Macao	Havana
— 25	Astrea	Edwards	Batavia, for Amstdm	Off the Start
July 1	Orange Grove	McLean	Maulmain	Off Falmouth
Jne.30	Naturalist	Hyde	Colombo	Off Scilly

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Solent. For Yokohama and Nagasaki: Star of the East. For Amoy and Foochow: Chanticleer. For Amoy, via Cardiff: Herald of Light. For Shanghai: Merse, Mary Ann Wilson, Sarah Nicholson, Peterborough, Sophie. For Hong Kong: Dunkeld, Cissy, Roslin Castle, Mikado. For Batavia and Sourabaya: Gefle. For Singapore: Florence Nightingale, Petchelee, Bristow. For Penang: Alice. For Colombo: Palmerston, Hesperia.

At LIVERPOOL.—For Yokohama: Mattie Banks. For Yokohama and Osaka: Portinscale. For Shanghai: Northfleet. For Hong Kong: Malvina Vidal, Lota, Odense. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.). For Singapore: Peter. For Manila: Flora. For Batavia and Sourabaya: Cap Horn. For Colombo: Sunnyside.

At GLASGOW.—For Manila and Yloilo: Eliza. For Singapore: Malacca. For Penang: Bogota. For Colombo: Oriental.

SPOKEN.

BELLA, Liverpool to Hong Kong, May 8, 1 N., 23 W.
KATE CARNIE, Penang to London, April 5, 4 S., 88 E.
GLENCLUNE, Clyde to Samarang, March 31, 40 S., 3 E.
S. VAN HEEL (Dutch), bound to Batavia, 41 N., 14 W.
CORSAIR, from Foochow, April 27, 35 S., 25 E.
ALLIANCE, Batavia to Amsterdam, May 4, 2 N., 24 W.
PRESIDENT PLATE (Dutch ship), Amsterdam to Bat., May 19, 20 S., 37 W.
WILLEM KROONPRINSDER NEDERLANDEN (Dutch ship), from Java, April 15, 36 S., 18 E.
SALVADORA, Manila to Corunna, May 5, 4 S., 19 W.
No. 1278, 2nd d.p., Clyde to Japan, June 3, 44 N., 12 W.
MINNIE, London to Shanghai, June 1, 6 S., 33 W.
STAMFORD (?), Nagasaki to London, March 22, 28 S., 52 E.
HARLEQUIN, Cardiff to Galle, May 5, 3 N., 22 W.
EENSGEZINDHEID, Amsterdam to Batavia, May 2, 20 S., 26 W.
HAVELOCK, London to Hong Kong, May 6, 14 S., 31 W.
CORNELIA, Batavia to Amsterdam, May 4, 35 S., 22 E.
W. T. RUSSELL (ship), Manila to New York, April 5, 23 S., 98 E.
MARIE, Dutch barque, Bali to Amsterdam, May 26, 19 S., 3 W.
HOME, Singapore to Liverpool, May 4, 30 S., 21 E.
LEOPOLD GRAAF V. LIENBURG STIRUM (Dut. barq.), Batavia to Rotterdam, May 8, 28 S., 11 E.
JAN V. ZURAKEL, Padang to Amsterdam, 21 days out, 20 S., 76 E.
GUARDIAN, from Singapore, May 1, 35 S., 22 E.
FAGEL (Dut. barq.), Java to Amsterdam, May 15, 23 S., 5 W.
VREDE (Hamb. barq.), from Batavia, May 5, 35 S., 21 E.
ALTA GRACIA (barq.), Macao to Havana, April 21, 35 S., 24 E.
MAIBLUME, Java to Amsterdam, April 26, 32 S., 29 E.
MALVERN, Saigon to Antwerp, April 26, 32 S., 29 E.
HARVEST HOME, from Singapore, April 28, 23 S., 23 E.
BILDERDYK, Amsterdam to Batavia, April 21, 1 N., 21 W.
JOBILA, Newcastle to Singapore, April 22, 1 N., 21 W.
OCEAN SPRAY (barque), Cochin China to Falmouth, May 13.
GEO. SHOTTEN (barque), Saigon to Falmouth, March 21, 1 N., 107 E.
WYE (barque), Manila to London, March 30, 8 N., 104 E.
CORA LINN (barque), Saigon to Falmouth, April 4, 11 N., 103 E.
AN AMERICAN SHIP, from Batavia, June 22, 50 N., 6. W.
KRON PRINZ VON PREUSSEN, London to Batavia, June 6, 43 N., 11 W.
SCHELDE (barque), Bali to Amsterdam, April 25, 32 S., 30 E.
BLAIR ATHOL (barque), Ceylon to London, May 8, 29 S., 13 E.
PRIME, Java to Rotterdam, June 18, 49 N., 13 W.
FAIRY, Colombo to London, May 1, 36 S., 22 E.
ALEXANDER II., Singapore to Gibraltar, May 4, 33 S., 29 E.
AKBAR, Ceylon to London, May 1, 31 S., 40 E.
CECILIE, Singapore to Gibraltar, May 15, 31 S., 9 E.
MELISSA, Siam to Falmouth, April 14, 30 S., 41 E.
MONKCHESTER, Macao to London, April 23, 20 S., 76 E.
CHANNEL QUEEN, Philippine Islands to Falmouth, April 27, 24 S., 62 E.
ASSYRIAN, Shanghai to London, May 12, 35 S., 19 E.
CORINGA, Manila to New York, May 19, 28 S., 11 E.
JESSIANA, Java to Amsterdam, off the Cape.
REGINA MARIS, from Batavia, May 15, 23 S., 5 E.
MABEL (Dutch brig), Batavia to Amsterdam, off Cape Agulhas.
FIDELIS (barq.), Canton to New York, May 7, 26 S., 5 E.
JOHANN WILHELMINE, Batavia to Amsterdam, June 18, 45 N., 24 W.
LAUDERDALE, London to Shanghai, May 26, 4 N., 24 W.
CREST OF THE WAVE, London to Shanghai, May 27, 5 N., 25 W.
ZODIQUE (?), Java to Rotterdam, June 10, 35 N., 42 W.
MEPPEL, Batavia to Amsterdam, off Cape Agulhas.
OCTAVIUS, Philippine Islands to Liverpool, June 19, 48 N., 17 W.
NIEUWLAND (Dutch barq.), Java to Rotterdam, May 29, 21 N., 38 W.
NEPTUNUS (Dutch barq.), Batavia to Rotterdam, June 22, 47 N., 16 W.
STAD ANTWERPEN (ship), for Galle, June 5, 6 N., 27 W.
ARABIA, Sunderland to Ceylon, May 9, 14 S., 30 W.
ORIENT (ship), Hong Kong to London, May 2, off Cape Agulhas.
KOSMOPOLIET I., Rotterdam to Batavia, June 6, 45 N., 11 W.
NESUTAN, Boston to Hong Kong, March 23, 25 S., 30 W.
HUMME (ship), Boston to Batavia, 91 days out, Feb. 23, 33 S., 97 E.
PERU, of South Shields, Clyde to Hong Kong, May 12, 7 S., 30 W.
VENUS, Cardiff to Hong Kong, May 17, 6 S., 38 W.
GUURTJE, Newcastle to Batavia, May 21, 7 N., 23 W.
ILMARI, Cardiff to Shanghai, May 4, 12 S., 33 W.
NEREUS, Batavia to Rotterdam, June 22, 46 N. 21 W.
ELINOR ANNA, Rotterdam to Batavia, May 24, 4 N., 26 W.
QUEEN BEE, Clyde to Galle, May 12, 50 days out, 22 S., 35 W

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports have slightly improved; business, however, is still dull at the undermentioned quotations; coal freights from the Northern outports are very low, with but little doing.

Current rates of freight for vessels on the berth:—To Yokohama: 45s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 42s. 6d. weight, 40s. meast. To Chefoo: 60s. weight or meast. To Foochow: 50s. weight or meast. To Hong Kong: 42s. 6d. weight, 30s. meast. To Amoy: 50s. weight or meast. To Singapore: 35s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. — For Yokohama: £48. For Shanghai: £49. For Hong Kong: £40 to £42. For Singapore: £29. For Batavia: £29. For Galle: £28. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 4s. For Shanghai: £2 8s. For Hong Kong: £1 18s. For Manila, £1 17s. 6d. For Singapore: £1 7s. For Galle: £1 7s.

The Admiralty have invited tenders for the conveyance of the following stores:—106 tons Naval Timber Materials, measuring 10 to 45 feet by 2 to 14 inches, 35 tons (heavy) and 51 tons (light) Naval Common, 28

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tons Naval Cordage, 7 tons Naval Bricks, 4 tons Naval Iron Cables, 1 ton Naval Anchors, at Deptford; to be shipped at Deptford for Hong Kong. 11 tons (heavy) Shot and Shell, 6 tons (heavy) Rockets (combustible), 2 tons (light) Rocket Machine, 3 tons Naval Iron Cables, at Woolwich; 4 tons Naval Masts, 37 to 48 feet by 7 to 12 inches, 6 tons (heavy) and 12 tons (light) Naval Common, 7 tons Naval Sails, 10 tons Naval Cordage, 3 tons Naval Bricks,—1 ton Navy Medical Stores (including 19 cases of Carbolic Acid, measuring about 20 feet, to go on deck at ship's risk), for receiving ship, at Deptford; 2 tons (light) Long Sweeping Heads, at the Tower; to be shipped from the Thames, for Trincomalee. And 13 tons (light) Bed Boards, at the Tower; for Yokohama.

MISCELLANEOUS.

At ASCENSION.—May 26, Schiedam, from Batavia, and sailed 27 for Schiedam.

Off ASCENSION.—May 25, Gemini, from Colombo, for London; Jacoba, from Batavia, for Rotterdam; 26, Fredrik Hendrik, from Java, for Amsterdam; 27, Jessie Isabel, from Colombo; 31, Anna and Sophia, from Batavia, for Amsterdam.

At ST. HELENA.—May 15, Kergord, Wilkie, from Colombo, and sailed for London; 16, Johanna Antonia, Withof, from Tjilatjap, and sailed 17 for Rotterdam; 19, Formica, Thorsen, from Singapore, and sailed 20 for Gibraltar; Corsair, Rees, from Foochow, and sailed for London; 20, Triton, Schey, from Batavia, and sailed 21 for Rotterdam; 21, Helen, Evans, from Bankok; Palestine, Park, from Colombo, and sailed 22 for London; 22, Fairy, Lahn, from Bankok, and sailed 23 for Falmouth; Nieuwe Waterweg, Van Lindern, from Batavia, and sailed for Rotterdam; Garibaldi, Christensen, from Pasaroeang, and sailed 23 for Amsterdam; Mysore, Fayet, from Macao, and sailed 23 for Havana; 23, Vyf Vrienden, Johan, from Banjoewangie, and sailed for Rotterdam; Arab Steed, Walker, from Singapore, and sailed 24 for London; Scheldt, Hoffmann, from Banjoewangie; 24, Catherine Elizabeth, Randenberg, from Java, and both sailed 25 for Amsterdam; Spartan, Bedford, from Bankok, and sailed 25 for Falmouth; Bantam, Claasen, from Banjoewangie, and sailed 26 for Amsterdam; White Eagle, Andrews, from Ceylon, and sailed for London; 27, Nuevo Lantero, Esteval, from Manila, and sailed for Alicante; Emilie John, from Sourabaya, and sailed for Rotterdam; 28, Olano, Larrinaga, from Manila, and sailed for London; Eugene et Adele, Neven, from Macao, for Havana; 29, Francina Wilhelmina, van Winkel, from Batavia; Casimir Delavigne, Godreuil, from Saigon for Belle Isle; Hindoostan, Laughton, from Manila, for London; Gerard Pieter Servatius, Jorde, from Batavia, for Amsterdam.

Off ST. HELENA.—May 22, H. R. F. B. (barq.), from Colombo; Elizabeth Ann, from Colombo.

Off CAPE ST. FRANCIS.—May 4, Alcor, from Batavia, for Amsterdam.

At ALGOA BAY.—May 8, Veronica, Greener, sailed for Galle.

At MAURITIUS.—May 9, Lombard, Giguere, from Saigon; 11, Diomed, str., Crompton, left for Singapore, China, &c.; 16, Reindeer, McLellan, sailed for Galle.

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W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

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Royal Mail Line, from Southampton on the 2nd and 17th of month.

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West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

From Havre, July 16.

From Brest, July 18.

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For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
For New Zealand and Australia	2nd of each month.
For Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

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Port.	Ship.	Class.	Dock.	Dates.
Bombay.....	Eln. Browse	A1 9 yr.	E.I.D.	July 11.
Do.	Anazi	A1 14 yr.	E.I.D.	July 20.
Do.	Brit. Consul	A1	E.I.D.	With des.
Calcutta	King Arthur	A1 12 yr.	E.I.D.	July 20.
Do.	British Flag.	AA1	E.I.D.	July 30.
Shanghai ...	Merse	A1 13 yr.	E.I.D.	July 11.

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With immediate despatch.

FOR HONG KONG, the well-known chipper ship CISSY, A1 10 years; 649 tons register; T. SPENCER, Commander; loading in the East India Docks. This magnificent vessel offers a favourable opportunity to Shippers requiring despatch and speed.

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SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Shanghai. ...	Sophie	A1 14 yr.	W.I.D.	With des.
Hong Kong.	Dunkeld.....	A1 11 yr.	W.I.D	With des.
Kana. & Nagasaki.....	St. of the East	AA1	W.I.D.	With des.
Do.	Chrysolite ...	A1 14 yr.	W.I.D.	With des.
Singapore ...	Petchelee ...	Brcklbnk	W.I.D	With des.
Amoy & Foochow-Foo.	Chanticleer..	A1 10 yr.	W.I.D.	With des.

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Shanghai ...	Peterboro....	A1 13 yr.	E.I.D.	July 6.
Do.	SarahNicholson	A1 14 yr.	E.I.D.	July 25.
Do.	Kate Carnie.	A1 13 yr	E.I.D.	To follow
Hong Kong..	Mikado(new)	A1 16 yr.	W.I D.	With des.
Yoko. (Kanagawa)...	Solent.....	A1 13 yr.	W.I.D.	With des.

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JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

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Colombo ..	Palmerston	A1 15 yr.	978	W.I.D.	July 15
Do.	Miranda ...	A1 10 yr.	456	W.I.D.	Withdes
Bombay...	Isabella				
	Hercus	A1 13 yr.	569	E.I.D.	Do.

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DIRECT FOR COLOMBO, the splendid, high-classed British-built ship PAMERSTON. A1 15 years, 894 tons register; J. N. SEAGROVE Commander; West India Docks. This magnificent vessel so well and favourably known in the Ceylon trade presents a splendid opportunity to shippers and passengers desirous of despatch.

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To sail on the 9th July.

FOR SHANGHAI.—The well-known clipper MARY ANN WILSON, A1 14 years, 944 tons register; D. RITSON commander; East India Docks. This beautiful ship has a poop, with excellent accommodation for passengers

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2 Royal Exchange-buildings London, E.C.

With despatch.

FOR HONG KONG, the new fast sailing clipper CRESTED WAVE, A1 13 years, 345 tons register, JOHN RENOUF, Commander; East India Docks

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Saturday, July 4, 1868.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 286.] LONDON, THURSDAY, JULY 16, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London	Arrived out.	Homeward. Received this day.
JAPAN — Osaka and Hiogo	—	—	May 2
Yedo	—	—	May 9
Yokohama	Mar. 6	Apr. 28	May 11
Nagasaki			
Hakodadi			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	May 16
Kiu-kiang	—	—	May 17
Chin-kiang			
Shanghai	Mar. 27	May 12	May 19
Ningpo	—	—	
Foochow	—	—	May 23
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Apr. 18	May 28	May 30
Canton			
Macao			
PHILIPPINES—			
Manila	Mar. 27	May 12	May 22
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak	—	—	May 26
JAVA — Batavia	—	—	May 31
MALACCA STRAITS—			
Singapore	Apr. 24	May 27	June 8
Penang	Apr. 24	May 30	June 1

THE MAILS, &c.

The present inward mail should have been delivered on Monday last, the 13th inst., but was delayed one day in Hong Kong, owing to the loss of the *Benares*, and fifty hours in the Red Sea by an accident to the machinery of the *Mooltan*. No Japan and Shanghai mails have been received.

By the arrival of the Pacific mail steamer *China* at San Francisco on the 26th ult. we have Japan advices to June 5. Her Hong Kong date, May 26, is superseded by the present P and O. mail with news to the 30th.

The next inward mail, with Hong Kong dates to June 13, will be due on the 27th inst. Telegrams in advance of it were received *via* Galle on the 3rd. Telegrams in advance of the succeeding mail, leaving Hong Kong on the 26th June, were received *via* Galle this morning, and will be found in another column.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Travancore, arrived July 13.—From Shanghai: Mr Murray, Mr. Kelly. From Hong Kong: Mr. Cobbett, Mr. Tait, Mr. Guzman. From Singapore: Mr. and Mrs. Solomonson, four children and servant, Mr. Little, Mr. Young. From Galle: Mr. Mackwood, Mrs Watts and child.

To Southampton, per P. and O. steamer Syria, expected to arrive July 21.—From Yokohama: Mr. Dyer. From Shanghai: Mrs Tyeer, Mr. Anderson, Mr. Gardner, Mr. Stewart, Mr. Orr. From Hong Kong: Mr. Calvert, Lt. Sharpe, Lt. Mitford, Mrs. Burnett, Mr. Peyton, Mr. Molyneux, Mrs. Boyd and two children, Mr. and Mrs. Manning, Mr. Tookey, Mr. Pearce, Mr. Walter, Mr Baines, Commander Patterson, Mr. Allan. From Galle: Ensign Perkins, Mrs. Bolam.

To Gibraltar.—From Hong Kong: Mr. Martin.

To Suez.—From Swatow, Mr. Dvicks. From Hong Kong, Mr. and Mrs. Kruger, Mr. Smith, Mr. Hastings, Mr. Booth, Mr, Deetyeen. From Galle: Mr. Neman.

PASSENGERS OUTWARD.

Per P. and O. steamer Massilia, from Southampton, July 11.—To Hong Kong: Mrs. Browne. To Ceylon: Lieut. and Mrs. Carlow, Ensign Owen, Assistant-Surgeon Barry.

Per P. and O. steamer Travancore, from Marseilles, July 19.—To Yokohama: Mr. Dalziel (P. and O. Co.), Mr. Chapman. To Shanghai: Dr. and Mrs. Jamieson. To Kong Hong: Mr. C. S. Stewart. To Singapore. Mr. Paul Lessler, Mr. C. Owen. To Ceylon: Mr. A. Stopford, Mrs. Phillips.

From Suez —To Yokohama: Mr. A. Rhode. To Hong Kong: Mr. Oscar Wieler.

Per P. and O. steamer Bangalore, from Southampton, July 25.—To Hong Kong: Capt. H. J. Raby, V.C., Mr. W. J. Wratten.

Per P. and O. steamer Pera, from Marseilles, August 7.—To Shanghai: Mr. A. Von Klich.

Per P. and O. steamer from Southampton, August 8.—To Hong Kong: Captain and Mrs. Sim. To Ceylon: Mr. J. A. Swetenham, Mr. and Mrs. Still.

Per P. and O. steamer from Southampton, August 22.—To Singapore: Mr. J. D. Vaughan.

Per P. and O. steamer from Marseilles, August 30.—To Ceylon: Miss Bertram.

Summary of News from the Far East.

JAPAN.

The Japan advices by to-day's inward mail, reaching to the 17th May, have been anticipated by the Pacific mail line, which brings news from Yokohama to the 5th June (19 days later). The intelligence brought by her is summed up as follows:—

The Shiogoon has accepted the conditions imposed upon him by the Mikado—namely, the cession of half his personal states, the disbanding of his army, and the surrender of his fleet. Moreover, in sign of humility, the Shiogoon left on the 12th May, on foot, for the city of Mito, which was assigned to him as a temporary residence. Owing to these arrangements, a Daimio of the Mikado's household had been named Governor of Yokohama in place of the Shiogoon's nominee. Tranquillity was re-established in that city, so greatly frequented by Europeans; the soldiers and sailors sent on shore from the vessels to protect the foreigners residing there were recalled on board, and the English Consul paid a visit to the new Governor. Everything, therefore, seemed perfectly quiet in Japan at the commencement of May.

But if the Shiogoon consented to submission, his partisans appear not to have been in that mood, as his admiral refused to deliver up the fleet to the Mikado, and left Yedo for the north coast to give his support to the new coalition of the Daimios. One of the latter, named Aidsen, attacked the troops of the Mikado on the 10th May, at three leagues' distance from Yedo, defeated them, and retook a fortress which the Shiogoon had ceded. On the 17th, in another engagement, he again beat his enemies, killing 800, and making 300 prisoners, whom he lost no time in beheading. A third combat took place on the 22nd, in which the Mikado's troops were again defeated within a league and a half of Yedo—a fact which would lead to the belief that this city itself, recently abandoned by the Shiogoon, was increasingly in danger of falling into the power of the Daimios, his former allies. There was, indeed, a rumour that two of their armies were investing the place, and that they had cut off the retreat of the Mikado's forces. Finally, on the 2nd June, an uncle of the last-named potentate, who had always manifested great enmity to the Shiogoon, was assassinated in that city.

As may be seen, the political situation in Japan is excessively disturbed: and, what has never before been witnessed, the spiritual authority of the Mikado is assailed. The Grand Priest of Kioto has distributed 170,000 copies of a proclamation, in which he declares him to have over-stepped his constitutional and religious powers by taking part so actively as he has done in the political and secular disputes raised with respect to the Shiogoon.

YOKOHAMA.

The Yokohama mail of the 17th May, which should have been received by this opportunity, has not come to hand, having been on board the wrecked steamer *Benares*. By the arrival of the Pacific mail steamer *China* at Hong Kong we have news to the 11th May. The *Japan Times* sums up the political situation as follows:—

Another step has been made towards the consolidation of the power of the Mikado. The ultimatum which we published in our last issue was accepted by the ex-Shiogoon almost without delay, and he left Yedo on Sunday morning last, on his way to Mito. He was attended by a body guard of 400 men, drilled by the French, and 1,200 ordinary Japanese troops, an escort required, as it was suspected that a smaller force would have been attacked. His wives remain in Yedd, but have been transferred from the castle to the Yashiki of Mito, with the exception of the sister of Satsuma, who remains in the castle.

It cannot be matter of surprise to any student of Japanese politics who has watched with fair attention the career of Yoshi Hisa, that he should have accepted so readily this sentence of seclusion. The term of three years has been fixed for his punishment, a term which most probably will be almost immediately

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shortened to a few months. There is no doubt that last year, deluded by the implied promises of his foreign allies, he imagined it possible to abandon the policy for the effectual carrying out of which Shimadz Saburo made him Stotsbashi in 1862, and, instead of persevering in the work of gradually weakening the power of the Shiogoonate, thought he might erect it into a constitutional monarchy, under the protectorate of the Western Powers. Thus he disobeyed orders in receiving the foreign Ministers alone at Osaka without waiting for the Tozama Daimios to assemble, and, had the southern chiefs been slower in their movements, or his own friends less zealous, his ambitious dream might have been realised. But the *coup d'etat* which placed the Mikado's person in the hands of Satsuma, Chiosiu, and Toza being successful, and Aidzu's attempt to rescue him having failed, Yoshi-Hisa at once submitted, and the valuable help he has since given to the victorious party by steadily refusing to resist, and by disarming, as far as possible, the retainers of his adopted house, has thoroughly disorganised the northern forces for a time, and his services will now undoubtedly be allowed to plead in extenuation of his former fault. There appears good reason to believe that, after a short interval, he will be invited to the council board of the new Government.

Meanwhile, another important symbol of power has passed into that new Government's possession. The capital of the Shiogoons is held for the Mikado. On Sunday, the 3rd of May, Ohara Sakino Gijiu, the Kuge and envoy of his Imperial Majesty, who was in Yokohama a few days ago, took possession of the castle of Yedo in the name of his master. He had with him a large number of troops of Satsuma, Fizen, and Awa, all picked men, and well armed with Enfield rifles. The body guard of the chief was armed with Spencer and Henry rifle. Before him were carried the ensigns of the Mikado. The Envoy appears to have the power of life and death in his hands, for on the road side was to be seen the head of a man executed by his orders. This was the head of a priest who, at Tostka, had concealed himself for the purpose of listening to the speech of the Kuge, and who had thus paid the penalty of his indiscretion. The head was not exposed on a board, as we have seen before here, but simply thrust on the sharpened end of a bamboo, in which it stood in a sufficiently ghastly manner.

We should be glad to think that Yoshi-Hisa's submission to the Mikado's will and the transfer of the castle of Yedo had settled all the existing troubles, and would restore peace to the country and prosperity to our trade. But such we cannot yet believe to be the case. Aidzu, with—it is said—Sendai and another powerful Daimio, are in arms. Aidzu's men were attacked last week by a force of Satsuma's, but they repulsed their assailants with considerable slaughter. A place of strength belonging to Toda Idzumi no Kami—the Daimio to whose treachery to the ex-Shiogoon was mainly due the success of the Southerners before Kioto—has also been taken by Aidzu. The Northern chiefs are said to be lying with their power within thirty miles of Yedo, and as the Mikado's troops in the immediate neighbourhood are by no means numerous, an attack is considered almost imminent.

The strength of the English squadron in these seas is under orders to assemble in Osaka Bay on the 15th of May. The *Rodney* leaves us to-day, and the *Ocean* to-morrow; the *Rattler* will take down the mail, and the *Rinaldo* is already there. The *Salamis* will take down Sir Harry Parkes. The object of this demonstration is purely peaceful; to assist at the ceremony of the presentation by the British Minister of his credentials from the Home Government, as representative of Great Britain at the Court of the Mikado. Hitherto, it must be remembered, he has been accredited only to the Shiogoon.

CHINA.

—o—

SHANGHAI.

Dates from this port, which should reach to the 23rd May, are, in consequence of the loss of the P. and O. Company's steamer *Benares*, only down to the 19th. Our papers and letters have, therefore, been only received in part. The London mail of 27th March arrived out on the 12th May.

On the subject of exchanges the *Supreme Court Gazette* has the following:—

"The cause to which we wish to direct attention on the present occasion more particularly is the effect produced upon the exchange market by the absence of anything like local enterprise, in which the large funds from time to time remitted to these parts for the purchase of produce can be profitably or even safely invested. The absence of local enterprise in which foreign capital can be employed tends at a given time, when there is any amount more funds transmitted to these parts than is required for the immediate purposes of trade, to create an altogether redundant supply of capital, and to place at a great disadvantage those merchants who have to remit to their constituents or agents at home the proceeds of goods sold in these markets. In a normal state of trade the presence of a large amount of capital should tend to increase the prices of all the staples of trade, and thus to establish something of an equilibrium; the lower exchange being counterbalanced by the higher price; or to put the matter in a concrete form, the merchant would get less sterling for his taels, but more taels for his shirtings; so that ultimately the result would be something like the same. But in order that this condition should exist, it is necessary that the capital should be available equally to the seller and to the buyer; as if it be not at the service of the former, he is not of course able, on account of the presence of that money, to pay any higher price for the imports he purchases, while, on the other hand, the money being there, prevents the foreign merchant from obtaining a high rate for his sycee when he has to remit it home.

"Similarly with respect to exports, the only effect of the foreigner's capital is to raise prices against himself. If produce does not seem likely to turn out profitably, a loss must be at once accepted upon the capital that has been sent to be invested in it, as there is no other outlet in which it can be employed; whereas, if local enterprises were available investments, unless produce was likely to yield a profitable outturn, the natural working of supply and demand would divert the surplus capital in the hands of the bank to such sources of investment and a higher value of the tael, or in other words, a higher rate of exchange would ensue, in which case people would not be under the necessity of looking to produce, as is too frequently the case, merely as a means of avoiding a definite loss on remittance.

"On the other hand the Chinese are able to invest such capital as they possess in a variety of local speculations and trade, which are altogether inaccessible to foreigners, and to further which the foreign banker is unable to lend money to any great extent, in consequence of the unreliability of the natives and the difficulty which he experiences in ascertaining what are likely to be good, and what bad investments. This field of enterprise being open to natives makes them come into the import market with far more independence than the foreigner can enter the export market. They will buy foreign goods only if they see that by so doing they can turn their money and credit to better account than by placing it in local business; whereas the moment that by the exigencies of trade foreigners find the banks oversupplied with capital, they are, as above shown, forced to enter into purchases merely to avoid a loss upon exchange.

"This peculiar state of affairs has probably much more to do with some of the unsatisfactory features of the China trade than the imprudence of foreign merchants, or the great trading astuteness of the Chinese, upon which we have heard so much from time to time. Judged from a home standard the action of the merchants out here may often appear imprudent; but those who are thoroughly acquainted with the difficulties of the trade may be inclined to take a different view of the matter; while as to the vaunted cleverness of the Chinese, it is daily becoming more apparent that their power to override Europeans in matters of trade is due rather to the exceptional advantages they possess than to higher ability or superior management."

LETTER FROM MR. COOPER, THE EXPLORER.

The following letter from Mr. Cooper is taken from the *North China Herald*:—

HI-YAN-KI, 28th March, 1868.

"My last from Chen-tu would inform you that I was about to start for Tai-sian-loo, the last Chinese town on the borders of Western China.

"Travelling along the great highway to Tibet, I turned off at Chin-chi-chien, a small walled city on the S. W. slope of the Sheang-nin range of mountains, for the purpose of visiting Monsr. Chevaux, the French missionary bishop of Ta-sian-loo, at present an invalid and residing at Tai-lin-pin village, one day's journey from Chin-chi-chien to the southward. Having seen the good bishop, at his request I am waiting at this place until he can accompany me to Ta-sian-loo, now distant five days' journey to the N. W.

"You will not find Hi-yan-ki on the maps, as it is only a small village. It is, however, situated by map measurement in latitude 29.28 N., longitude 102.20 E., and contains 400 inhabitants. You will easily imagine what it is to live in a dirty Chinese village for three weeks without anything to occupy one's time, save sketching and studying the language, so that I will not attempt any description of my miserable life.

"The geographical features of the country have entirely changed. Instead of the magnificently fertile plains of central Szchuan, and the rich hills and valleys bordering the Yang-tze, we are now in a barren mountainous country, with patches of cultivation few and far between, huge bare mountains of lime-stone principally piled up in peak after peak, whose summits wear a cap of snow for ten months in the year; rugged valleys through which the spring and autumnal waters rush with impetuous fury until, finding a level in the river Tai-tow-ho, they roll peacefully away to the bosom of their great offspring the Yang-tze-kiang. The wood-gatherers and charcoal-burners of centuries have robbed the country of every sign of wood—the surface coal, which crops out of the surrounding mountains frequently in dark patches, serving the indigent people of the country for fuel.

"As we leave Szchuan's beauty and plenty behind, so we are gradually leaving the people of China; the inhabitants hereabouts, though wearing a tail and speaking the Flowery language, are nearly black, with rather the Burmese cast of feature than Chinese, of middle stature and wretched appearance. They live principally on potatoes,* with pak occasionally; many carrying knives as a protection against the Lolos, a tribe of people inhabit-

* Called—Yang-yuh or Foreign yam.

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ing the country to the west, in the neighbourhood of the Yai long-kiang, who occasionally make predatory incursions into this country and, like the North-American Indians, carry off the meagre cattle, women and children.

"About eight days' journey, or eight miles to the south of this place, are rich copper, iron and lead mines, as also a country rich with the production of opium.

"If all goes well, we are to leave this *en route* for Ta-sian-loo on the 7th of next month, when I leave the Bishop and proceed towards Bathang, in order to try the Bathang and Sudya route. I find that from Ta-sian-loo west the rupee is the only medium of exchange, merchants from Ta-sian-loo repairing annually to Bathang with the large-leaf tea (grown in this country a little to the east of this), which they sell to Pebunza merchants in exchange for rupees. Pebunza is a name given by the Tibetans to all black long-haired people. I am inclined to think, therefore, that these Pebunzas are Assamese, who purchase the tea for the foreign market of Sudya. If so, then I have a chance of reaching that place; if not I must to Lassa, which will occupy four months from Ta-sian-loo. But I shall have much to encounter before reaching Calcutta by that route, from the hatred of the Tibetan officials at Tsando (Tibet proper commencing there, though the country west of Ta-sian-loo is entirely inhabited by people speaking the Tibetan language), upon whom the unredressed murder of two French fathers and massacre of two villages of Christian Tibetans, last year, has left an impression that the most expeditious way of getting rid of foreigners is to kill them. Even successfully running the gauntlet through Tibet, I must encounter the caste prejudice of the Nepaulese. The Ambassador whom I met in Chen-tu, and asked for a letter to show to the Nepaulese officials on the Tibetan frontiers, declined, saying that there was "no law between Nepaul and England, only for the English resident at Khatmandu." However, we will see if it pleases Providence to bring me safely through Tibet.

"I refrain from telling you much relative to the rebel movements in Yun-nan, as native report is so unreliable. One thing, however, I can tell you from observation—bodies of lawless Imperial troops are hurrying from all parts of Szchuan to Nin-yan-foo, the Imperial head-quarters in Yunnan. The Viceroy at Yunnan-foo, I am told by the missionaries, has made a friendly arrangement with the rebels, and reigns supreme. All the orders from Peking for his immediate return to that place he treats with polite indifference. The mandarins sent to relieve him he treats with the utmost kindness and condescension, finally telling them to clear out or the rebels will get hold of them. All this is very amusing, and an example pregnant with portentous events for the future of China. The missionaries also tell me of the arrival of four foreigners in Yunnan-foo—Frenchmen they think. Perhaps they are the English expedition sent by the Italian Government thence *via* Bhamo and Tali-foo. If so, they are well received by the Viceroy.

"A messenger whom the Bishop is despatching to-morrow for Chen-tu bears with him this letter, which should reach you within fifty days from this date. If an opportunity offer, I will write you from Bathang as to the route from thence to Sudya, and my intended movements."

According to a notice in our advertising columns it will be seen that the North China Insurance Company have, at a meeting of shareholders, reduced the value of shares, in order to obtain a larger constituency. The necessary steps for forming an office in London will be taken by Mr. Mackintosh on his arrival here from China. The present agency with Messrs. Ashton and Co. will terminate at the end of the present year.

HONG KONG.

The outward mail of April 10th arrived on May 19th, and that of April 18th (French) on May 28th. Dates are now down to the 30th, one day later than the appointed day, owing to the loss of the *Benares*. London telegrams reached to May 2nd.

On the subject of the Petition to the House of Commons the *Daily Press* says:—Nothing can be more satisfactory to the promoters of the Hong Kong Petition than the course which the Association in London are now said to have adopted. By preparing a memorial of their own to the Colonial-office, and keeping in reserve the Petition to Parliament sent home from here, they make the utmost possible use of the weapon which we have put into their hands. If they had presented the petition at once, it could not have been fired off again, and, further than this, the present time,—that is to say, the time of which the present mail advices treat,—would not be propitious by any means. There is no use in denying that the tremendous excitement which pervades the political world just now is seriously prejudicial to our chances of obtaining a hearing. [It will be seen in another column that no debate can take place this session.]

We see that our contemporary, the *China Mail*, has been cited to answer for a libel on the Macao Government for exposing the Coolie traffic. The notice of action has been served by the Hong Kong Government as faithful allies of Portugal. The recital runs thus:—"Hong Kong to wit: Be it remembered that the Hon. Henry John Ball, Esq., Acting Attorney General of our Lady the Queen, who prosecutes for our said Lady the Queen in this behalf in his proper person, comes here into the Supreme Court of Hong Kong before the Chief Justice thereof on the eighteenth day of May in this same term, and for our said Lady the Queen gives the Court here to understand and be informed. That before and at the time of the printing and publication of the false, scandalous, malicious, and defamatory libels and libellous matter, things hereinafter mentioned and set forth, there subsisted and now subsists alliance, friendship, amity, peace, and concord between our Sovereign Lady the Queen and his Most Faithful Majesty the King of Portugal, and the subjects of their said Majesties respectively, and that before and at those times his said Most Faithful Majesty was possessed of a Settlement, Province, or Colony, called Macao, on the coast of the Empire of China, and appointed for the due government thereof and of his subjects resorting thereto, under his said Majesty, and under the Imperial Government of his said Majesty, a Governor, Commandant, and other officers."

The following is from the *Overland Trade Report*:—

The Legislative Council of Hong Kong has been again in session since the last mail went away, and a rather more animated discussion than is usually seen in that dignified, not to say taciturn, assembly took place in reference to the measure which the governor has in view for the disarmament of the fishing boats. This was explained in the last *Trade Report*. It is brought forward in consequence of a similar measure which, partly in consequence of representation from this colony, has been adopted by the Viceroy at Canton. The Viceroy has issued a proclamation prohibiting fishing vessels from carrying arms after a given date, and prohibiting all vessels of any kind from carrying stink-pots. The Hong Kong ordinance empowers the Government to establish regulations similar to those of the Chinese Government, and to keep abreast of any further regulations to the same effect which may be made by the Chinese Government. Mr. Keswick at first opposed the transfer of legislative functions to the Executive, but it was denied that the functions to be transferred were legislative. That very necessity for extreme caution in adopting regulations in harmony with the Chinese Government, whose regulations are so liable to prove deceptive made it necessary, the Governor pointed out, that the matter should be dealt with by himself and the Executive Council rather than by the fixed enactments of the Legislature. Mr. Keswick did not press the objection, and only insisted on the necessity of taking care not to frighten the Chinese trading junks, on which the prosperity and commerce of the colony to a great extent depended. In reference to an ordinance which provided for the establishment of a fire-brigade, a sharp discussion arose, though one rather of retrospective than of present interest, as it referred especially to the negotiations between the Government and the insurance offices, which retarded the establishment of a brigade last year. As for the present ordinance, it is generally admitted that a brigade ought to be formed, but there is a very strong feeling of dissatisfaction with the arrangement made by the ordinance for meeting the inevitable expense. This is to be done by an additional rate of ¾ per cent. on house property. These rates are inordinately heavy at present, over 10 per cent. on the full amount of the rental, and every one acquainted with the colony will know that house-rent is extravagantly high here. The reply made by the Governor was that his instruction from home left him no alternative. No additional expense could be proposed unless there was a proposal side by side with it for fresh taxation by which it could be met. Even then it is difficult to understand why the insurance offices should not be made to contribute something towards the expense of the brigade. They receive high premiums for the risks which they take in this colony, and could well afford a contribution to the expense of the brigade.

Though the Governor's reply about his instructions from Home is one to which no answer can be made by the Legislative Council, its inner meaning can scarcely be overlooked by any one interested in the fortunes of this colony. The place is urgently in need of a fire brigade, the cost of which could be paid out of the general revenue easily enough, if it were not for the enormous pecuniary exactions levied on the colony by the Home Government; but no, there must be no brigade unless house property, which already pays nearly 14 per cent., is further burdened. If a dollar of new expenses were sanctioned without a dollar's worth of new taxation, that might be so much drawn from a fund otherwise available to pay arrears of military contribution! Comment on such a contingency would be superfluous.

A verdict of manslaughter has been given against two policemen for neglect in the case of the Indian who died in gaol.

The following report on the Shamien Garden, from the *Daily Press*, will be interesting to old residents at Canton:—

"Minutes of a public meeting held at H.B.M.'s Consulate, Canton, on the 16th May, 1868, for the reception of the past year's accounts and the election of trustees for the current year. Present: D. B. Robertson, Esq., C.B., H.B.M.'s Consul, in the chair; R. Carlowitz and T. Sampson, Esq., trustees; and Messrs. Coare, Moul, Smith, and Frater. The circular calling the present meeting and the minutes of the last one having been read, and the latter confirmed, the chairman called for the trustees' report, which was then read by Mr. Sampson, and of which the following is a copy:—

"The accounts having been inspected, it was proposed by Mr. Moul, seconded by Mr. Smith, and carried *nem. con.*—'That the report of the trustees be adopted and the accounts be passed.'

"The chairman here made a few congratulatory remarks on the result of the labours of the trustees, and stated that the

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present beautiful appearance of the Garden was allowed by everyone to be due to the untiring energy and daily personal supervision of Mr. Sampson, who, however, had no doubt been greatly indebted to the advice of his fellow-trustees, one of whom, Mr. Carlowitz, he (the chairman) was sorry to hear did not wish to be re-elected, owing to his intended absence from Canton, for he had been for a great number of years connected with the management of the public gardens of Canton.

"It being announced that Mr. Newton also declined re-election, Messrs. F. W. Coare and J. F. Cordeswere, on the motion of Mr. Moul, seconded by Mr. Carlowitz, elected trustees, and Mr. Sampson re-elected, for the current year.

"Proposed by Mr. Smith, seconded by Mr. Moul, and passed unanimously,—That a vote of thanks be given to the Trustees for their very able management of the Garden Fund affairs during the past year.

"Mr. Sampson returned thanks for the Trustees, and took the opportunity to state that, however highly the Chairman had praised his labours in connection with the Garden, in which he did not deny taking a very great interest, the counsel and support of Messrs. Newton and Carlowitz had always been of the greatest value and benefit to him. Mr. Sampson also expressed a hope to be able, by a raid on the beetles which infested Shamien, to increase the health of the trees and to improve its appearance generally."

The meeting of the Chamber of Commerce was held on May 29. Present:—Hon. P. Ryrie, chairman; G. F. Heard, G. J. Helland, T. Pyke, G. Bosman, — Taylor, E. Hitchcock, V. Kresser, A. Zimmern, and G. Fraser, Esqs., and Mr. J. Wood, Secretary. We will give in our next a copy of the report, &c.

STRAITS SETTLEMENTS.

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SINGAPORE.

From this port we have advices to the 6th June. The outward mail of the 24th April arrived on the 27th May, conveying telegrams to May 11, but these were superseded by London telegrams *via* Calcutta to May 15, and *via* Maulmain to May 23. The news of the fortnight is thus epitomised by the *Straits Times Overland Journal*:—

The fortnight has been rather a quiet one in the colony, and there is nothing of any great importance to comment upon.

A ball was given by his Excellency Sir Harry Ord, in the town-hall, on the 26th May, in honour of Her Majesty's birth-day. It was rather a brilliant and most successful affair. The hall was most tastefully decorated and well lighted up, and all the other arrangements were most complete.

The Legislative Council have had three sittings, and legislation has been going on at a swinging pace. Three Bills have been passed and published in the *Government Gazette*, and another is passed but not published yet. The Bills which have been made law are not of any importance, and are the Interpretation Amendment Ordnance, the Coroner's Inquests' Ordinance, and the Supplementary Supply Ordinance. The Bill passed but not yet officially published is of the highest importance, being the Supreme Court Bill. There has been rather a tough fight over the clauses of this Bill, and divisions have been pretty numerous—the Chief Justice and the unofficial members generally on one side against Government. But it was a hopeless battle for them, although they did once succeed in carrying their point. The discussion and divisions on this Bill has brought out only too clearly what a ridiculous mockery and imposition a Crown Colony Legislative Council is. The official members, not excepting the Governor, are mere puppets, who must obey the *sic volo* of a Secretary of State or his clerks, thousands of miles away. They must vote according as they are told, not according to their judgment, and they must all run well together on pain of dismissal or other punishment. To any amendment proposed on any measure, the stereotyped answer is, either that it is against instructions from the Secretary of State, or is against the rules and regulations of Her Majesty's Colonial Service. Could anything be more childish or farcical? Could anything be more like a parcel of schoolboys than the Legislative Council? Could anything be more a travestie on representative institutions? Clearly the genius who originally conceived the idea of a Crown Colony Legislative Council must have intended to give a practical illustration of how to play the abstruse game of follow-my-leader? It is but right to say that the present Bill is a great improvement on the measure of last year. The great blot on it is, that the independence of the judges is not entirely secured. They can be suspended by the Governor. This is highly objectionable, but the community may console themselves with the reflection that this power will be found to be now-a-days practically nugatory. No Governor would think of suspending a judge in the present day, except for very good cause indeed, and except with the support and approval of the whole community.

The Legislative Council have also settled the Bishop question. The colony is to be placed under the episcopal supervision of the Calcutta or Hong Kong or Labuan bishop, who is to get £100 per annum for his expenses.

PENANG.

Advices from this port are to the 1st June. The home mail of April 24 had been received.

The *Straits Times* observes that if the last accounts from Penang are to be credited the Lieutenant-Governor of that island has been making himself intensely disagreeable and unpopular in his public capacity. An indignation meeting was held in the Exchange Rooms to consider his conduct in shutting up Government-hill grounds to the public, and the disgraceful state in which the Esplanade, which is the only public promenade, is said to be kept by his action and orders. Colonel Anson probably has his side of the story to tell, and may be perfectly able to justify legally all he has done or said, but a universal cry of dissatisfaction and disapproval is sufficient alone to condemn any ruler, law and facts to the contrary notwithstanding. It is only to be recollected that the residents are probably at present in an exceptionally irritable state, owing to their postal grievances and the heat of the weather, which appears to be very considerable.

It is said that the Lieutenant-Governor has been living on the hill for the last two-and-a-half months, while he had leave for only six weeks, and that he came down to office to attend to his public duties only once a week, which the Palm islanders think rather *cool*. Then, while he was on the hill, he employed convicts (who should do Government work alone) to cut grass on the plain for his ponies on the hill. This is considered useless waste of labour, as residents on the hill have, for the last fifty years, fed their ponies with hill grass which is quite good. Next, since his descent from the hill, he has been employing a gang of about twenty convicts making a croquet ground and ornamenting the policies about the house he rents. This is considered highly selfish and high-handed in the existing scarcity of convicts for Government work. Further, the esplanade, the cricket ground and evening promenade, has become an impassable swamp, or a black morass (such are the expressions), because his Honour insists on letting the grass grow up to thirty inches, to be cut for sale, instead of renting the ground to owners of cows and sheep, for grazing, as has been always the custom for years. The crowning grievance of all, and the one which has caused most bitterness of feeling, is the shutting up the grounds of the Government Hill Bungalow to the public, even when it is unoccupied.

To a letter forwarded by the chairman of the meeting above mentioned, the following reply was returned:—

"SIR,—I have the honour to acknowledge the receipt of your letter of the 27th inst., and to inform you that the grounds of Government-house on the hill have never been thrown open to the public. 2. I am at a loss to comprehend how allowing the grass to grow on the esplanade outside Fort Cornwallis should have converted the ground into a swamp. In my opinion, which is, however, open to correction, the rain has caused this, and not the long grass. 3. The grazing of animals on the esplanade is prohibited by law. 4. I have observed for several days prior to the date of your letter, that a number of men were employed in cutting the grass on the esplanade, which work must be now nearly completed. 5. Trusting these explanations will be found satisfactory by your constituents,—I am, Sir, your most obedient servant, A. E. H. ANSON, Lieutenant-Governor."

The *Penang Gazette* characterises the whole movement as an absurdity, and considers Colonel Anson's reply a wholesome "set-down" for the "misguided individuals" who formed the meeting.

The same paper says:—"The Shroff of the Penang Supreme Court has come to grief, Mr. Isemonger, of the Auditor General's office, on his tour of inspection having discovered a series of falsifications of accounts which enabled the Shroff to perpetrate frauds amounting to 800 dollars. We believe that the Registrar of the Court is liable to some extent for this deficiency."

It is rumoured that should the present Lieutenant-Governor of Malacca go home on sick leave, Captain Ord, at present Police Magistrate and Commissioner of the Court of Requests there, will be appointed to fill the vacancy.

Intelligence received from Yokohama by last mail announced that one of the boats of the wrecked steamer *Wolga* had safely reached an island not far from that port, and that the thirteen men who escaped in her were all saved except Mr. Whittaker, an engineer of H.M.S. *Rinaldo*, who had died in consequence of the privations he had endured. A memorandum issued by the Admiralty, under date July 4, states, however, that intelligence has reached that department of Mr. Whittaker having reached the island of Miaki alive, and we are informed that the despatch alluded to was quite distinct as to the personal safety of Mr. Whittaker up to the time of arrival at that island. It is to be feared that the news of his death is equally reliable, but it occurred after he had reached Miaki.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAW—On the 1st May, at Manila, the wife of thomas Caw, Esq., of a daughter.

HORNE—On the 12th July, at 22, Upper Bedford-place, the wife of Thomas Horne, Esq., of a son.

DEATHS.

SWANN—On the 25th April, at Yokohama, Commander John Tomlinson Swann, R.N., H.M.S. *Rattler*, second son of John Swann, Esq., of Askham-hall, York.

HAMILTON—On the 4th May, at sea, the infant son of Captain John Hamilton.

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LATEST TELEGRAMS.

(RECEIVED VIA GALLE, JULY 4.)

HONG KONG, JUNE 12.

Gray Shirtings, 6½ catty, $3.10. Water Twist, 16-24, $135. Cotton, $20. Tea: Good inquiry; prices advancing. Total export, 12,500,000 lbs. Exchange on London, 4s. 6¼d.

SHANGHAI, JUNE 5.

Gray Shirtings, 6½ catty, 2.30 taels. Cotton, 18 taels. Tea: Prices well maintained, and a large business done. Silk: Good inquiry; prices advancing. No. 3 Taatlee, 575 taels; settlements in fortnight, 1,000 bales; total export to date, 1,500 bales. Exchange on London, 6s. 1¼d. Freights, £5.

(RECEIVED VIA GALLE—THIS DAY.)

HONG KONG, JUNE 26.

Total export of Tea, 29,000,000 lbs. of new season's—400 tons engaged per mail steamer. Freights at Foochow, £5 10s. Exchange: Bank 4s. 8d., Credits 4s. 8¼d.

SHANGHAI, JUNE 20.

Exchange: Bank 6s. 2¼d.

SINGAPORE, JULY 3.

Exchange: Bank 4s. 7¼d.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—We are without commercial advices from this port.

SHANGHAI.—Owing to the loss of the Benares, with the P. and O. mail, our dates from this port only extend to the 19th May. The following is a review of the markets between the 9th and 16th May:—The arrivals had been the Lennox Castle from London, the Achilles, str., from Liverpool, and the Whinfell from Cardiff; the two former with general cargoes and the latter coal laden. Grey Shirtings: The firmness of holders had caused a rise in prices, and rates showed an advance of 3 to 4 candareens per piece. There had been a fair demand among the native dealers, and foreign speculation had tended to enhance the value of goods to arrive. Several large sales of this description were reported. T-Cloths: 7 lbs. dull of sale at last rates. The arrivals of 8 lbs. from Hong Kong have temporarily overstocked the market, and prices were weak. White Shirtings: Were still in small demand, and difficult to place. Woollens: Long Ells had further advanced in value, mainly owing to foreign purchases. Other classes showed no change. Metals: Iron Nail Rod: There was a good demand for Nail Rod, which was easily saleable; late arrivals had not materially increased supplies, and stocks remained low. Nail Rod tls. 2.65 to 2.70, Hoop tls. 2.50 to 2.55, Flat and Round tls. 2.60. Coals: The only arrival had been the Whinfell with 1,150 tons of Cardiff. Sales had been made of American at tls. 13.50, Cardiff tls. 11, Japan "to arrive" tls. 7.50, other kinds without inquiry.

HANKOW.—Grey Shirtings: Early in the fortnight these goods were almost unsaleable, but latterly, a small demand springing up, sales were made at a decline of 2 to 3 candareens per piece. The fall had, however, since been nearly recovered, and closing rates were tls. 2.23 to tls. 2.27 per piece for 8 lbs. 4 oz. cloth, and tls. 1.95 to tls. 1.97 per piece for 7 lbs. White Shirtings were quite out of favour. T-Cloths: For really fine makes the market was firm, though the demand was not large. The common class were in excessive supply. Drills: Prices firm, but few buyers. Fancy Cottons much neglected, and prices tended downwards. Camlets: In the absence of any demand of importance prices were weak. Lastings: Firm at former quotations. Long Ells: Prices were nominally higher, but no sales had transpired. For Spanish Stripes, Medium and Broad Cloths, and Figured Orleans there had been no inquiry. Metals: Lead was in little request, and could not be valued higher than tls. 6.80 per picul for best brands. Quicksilver: A sale had been effected at tls. 50 per picul, but the demand was very trifling. Tin: There had not been any transactions, and the quotation of tls. 19.50 to tls. 20 per picul was quite nominal.

FOOCHOW.—The only business reported during the interval was as follows:—500 pieces 8¼lb. Grey Shirting, at $3.23 per piece; 3,000 pieces 7lb. do., at $2.50 per picul; 300 pieces 7lb. T-Cloths, at $2.60 per piece.

LEAD.—200 piculs had been sold at $11 per picul. Owing to large arrivals from Shanghai, sales could not be effected at a better rate than $10 per picul.

HONG KONG.—Cotton Yarn: Dealers had been purchasing quietly but steadily, and values showed a further advance of $2.50 per bale, the market closing with an upward tendency. Piece Goods: Staple manufactures had attracted little attention during the first half of the interval, but subsequently buyers re-entered the market, and a fair business had been done; holders of all descriptions were very firm, and disposed to take advantage of any extended movement. 7 lbs. Grey Shirtings, White Shirtings of all reeds, English Drills, and 8 to 10 lbs. T-Cloths exhibited an advance of 5 to 10 cents per piece. A parcel of 2,000 pieces Dutch Drills had found buyers at $5, and 400 bales 40 yard American Drills (Pepperell) had been placed at $5.50 per piece. The latter were inquired for, and there were buyers of Pepperell "to arrive" at $5.25. First receipts of favourite marks would doubtless fetch fully $5.50 per piece. Woollens: All descriptions had been in demand since the arrival of the mail with advices of an advance in values in the home market, and we have to report a much larger business in all kinds—excepting Blankets, which were out of stock—than during any previous fortnight for some time past. A general improvement in values had been the result, and there were now but few sellers at quotations. As the season advanced a further marked improvement was confidently looked for. Metals: A fair business had been done in iron at weaker prices for Nail rod, and former rates for other kinds. Steel was again dearer. Lead unchanged. Tin lower, supplies having come to hand. Tin plates and quicksilver were firm. Coal: Receipts amounted to 2,300 tons Sydney, 1,500 do. English, and 400 ditto Formosa, and sales had been about 1,200 tons Sydney, ex ship, at $12. English and Welsh Coals were not inquired for, and were somewhat lower. Anthracite was held at $15 per ton. The quotations at the close ruled as follows:—Cotton Yarn—Nos. 16 to 24, $125 to 137.50 per bale; Nos. 28 to 32, $147.50 to 157.50; Nos. 38 to 42, $155 to 160. Grey Shirtings: 7 lbs., $2.55 to 2.60 per pc.; 8 lbs., $2.85 to 2.90; 8¼ lbs., $3 to 3.10; 9 lbs, $3.45 to 3.55; 9½ lbs, $3.60 to 3.65. White Shirtings: 54 to 60 reed, $2.30 to 2.60 per piece; 64 to 66, $3 to 3.20; 68 to 72, $3.40 to 4. English Drills: 40 yards, $4.75 to 4.85 per piece; 30 yards, $3 to 3.10. T-Cloths, 6 to 6.2 lbs. $1,95 to 2.05 per piece; 6.5 to 6.8, $2.10 to 2.20; 7, $2.35 to 2.70; 7.2, $2.55 to 2.65; 8, $3 to 3.10; 8.4, $3.10 to 3.20; 9 to 10, $3.35 to 3.60. Woollens: Long Ells H Scarlet, $8.90 to 9; H Assorted, $8.40 to 8.60; HH Scarlet, $9 to 9.10; HH Assorted, $8.60 to 8.80; Spanish Stripes, Scarlet, $0.90 to 1 per yard; Assorted, $0.88 to 1. Metals: Iron, Nail-rod, $2.85 to 3.05 per picul; Square, Round and Flat bar, $3.10 to 4.30; Hoop, $3.40 to 3.50; Wire, $8.50 to 9.50.

CHINA AND JAPAN EXPORTS.

TEA.

SHANGHAI.—The following report extends to the 16th May:—There had been doing nothing in old Teas, the Stock (with the exception of a few hundred packages common Greens still left over) having been entirely exhausted. Of the new crop it would be impossible to say anything definite before another fortnight had elapsed. Judging by the large amount of capital sent into the country this season, prices were likely to rule high there and to be freely responded to when the packed teas arrive at the ports for sale. The first arrivals of muster chests were expected in Hankow about the 24th May.

FOOCHOW.—The following is from Messrs. Olyphant and Co.'s report:—The feature of the fortnight has been the opening of the market for new season's 'Congous, at prices which are generally looked upon as fairly reasonable, considering the superior quality of the Teas as compared with those of last season, the general improvement in business of all kinds in Great Britain, the favourable advices respecting the London Tea market now coming out both by mail and wire, and the very strong statistical position. The effect of the continued favourable advices, we much fear, will be to do away with any idea of conservative action, and lead to an extremely active demand at enhanced values; and we are of opinion that, unless adverse advices reach us from Great Britain, prices throughout the season will rule over, rather than under, those paid at the opening. The first ship with new season's Teas—the Belted Will—sailed from Macao on the evening of the 25th May, but her cargo has not yet been circulated. New Congous commenced to arrive about the 17th May, and on the 22nd (stock amounting to about 30,000 chests) the market was opened at 26 to 33 tls. short, or 2 to 3 tls. over last season's opening rates, and up to the evening of the 23rd 44,000 chests Congous and 4,700 half-chests Oolongs had been taken. Medium grades not being taken so rapidly as teamen expected they would be, holders became anxious to realise, and a slight decline in prices for such teas took place, the market still having a downward tendency at the close, but fine grades maintained their opening values, and the few parcels of finest to hand commanded very full prices, Pehlings in some instances being taken at an advance of 5 tls. on last season's prices. No Sinchunes or Kaisows had been received. The quality of first arrivals of Congous was disappointing, the teas being largely mixed with old leaf, but later receipts showed an improvement, and on the whole the teas are considered superior to those of last season, possessing considerably more strength. Prices for Oolongs are slightly in advance of those for first parcels last season, but this is made up by the quality of the teas, which are preferable both in leaf and liquor. Messrs. Rusden, Phipps and Co. offer the following remarks:—Congou: The first crop is reported large, say 25 to 30 per cent. more than last season. About 65,000 chests have arrived, of which 15,000 chests are Foochow packed. The Teas are stronger than last year, and are not so much intermixed with black leaves of last season's picking and firing. They are also generally in good condition. But on the other hand, the fresh picked leaf is old, and most of the chops have in consequence a coarseness of flavour unusual in first crop Teas. Indeed the lower sorts generally taste more like third, than first crop. The best district Teas have not yet arrived, but are reported to be good in quality, though rather rough and large in leaf. The market was opened yesterday, at tls. 25 to 28 for Yung Hows and Hap Yangs; tls. 27 to 33 for Sa Nues; tls. 27 to 37 for inferior to good Suey Kuts; and tls. 37 to 40 for Peklings; being about tls. 2 to 4 higher than last year's prices. Oolong: About 10,000 half-chests have arrived, and so far the crop appears to be of inferior quality.

CANTON.—A good business had been done in Teas, chiefly during the first few days subsequent to the departure of the last mail. There had since been but little enquiry, and Tea men were anxious to realise at a decline from the prices paid for the earlier settlements, the second crop—which was reported to be both large and of good quality—being shortly expected. Holders would concede fully 2 tls. for scented, and would probably accept still lower figures should the demand continue light.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Newport, May 19, Tewkesbury; (from London, reported by telegram)—Burdwan, Star of China, Silver Eagle; from Tyne, Alexander; from Liverpool, Achilles, steamer; from Cardiff, Whinfell.

At AMOY.—From London, May 25, Coulnakyle.

At HONG KONG AND CANTON.—From London, May 20, Chusan; from Hamburg, 20, Mobile, Miranda; from New York, 17, U. S. steamer, Piscataqua; from Boston, 14, Nesutan; from Callao, 22, Dolores Ugarte (from London, reported by telegram), Peter Denny, Maiden Queen, Fusiyama.

At MANILA.—None.

At SINGAPORE.—From London, May 25, Ocean Belle; from Liver-

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pool, 23, Moss Trooper; 29, Diomed; June 3, Edmund Preston; from Newcastle, May 29, Joseph Hambro; from Glasgow, June 2, Edinburgh Castle; from Suez, May 28, H.I.M.S. Minerva; (from Liverpool, reported by telegram) Mary Nichoson.

At PENANG.—From Liverpool, 26th, steamer Diomed; from Glasgow, 25, Albion.

DEPARTURES.

From HANKOW.—For London (reported by telegram), Min.

From SHANGHAI.—For London (reported by telegram), Forward Ho, Titania.

From HONG KONG and CANTON.—For London, May 25, Belted Will; for Portland, 22, Jeannie Alice; for New York, 27, Jane Woodburn; for Havanna, 23, Cataluna.

From MANILA.—For New York, May 12, Sumatra.

From SINGAPORE.—For New York, May 30, Benares.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—None.

At SHANGHAI.—For London, Argonaut, Forward Ho! Leander.

At FOOCHOW.—For London, Ariel, Black Prince, Chinaman, Fiery Cross, Sir Lancelot Spindrift, Yangtsze, Everest, Achilles or Agamemnon, steamer (expected).

At HONG KONG and CANTON.—For London, Undine; Carmarthenshire, Falcon.

At MANILA.—For Havana, Isabelita.

At SINGAPORE.—For London, Iona, Moss Trooper; for Liverpool and Glasgow, Edinburgh Castle; for Boston, Kate Cleather.

At PENANG.—For London, Albion.

FREIGHTS AND CHARTERS.

At FOOCHOW to LONDON.—The rate is £4 10s. per ton of 50 cubic feet. The steamer Achilles is circulated to load, and a considerable portion of her tonnage is engaged at £6 6s. per ton of 40 cubic feet.

At HONG KONG and CANTON.—Rates remain firm and tonnage scarcer. In coasting charters there is no improvement. The Carmarthanshire (under Government charter with invalids) has taken the berth for a limited quantity of cargo at £4, at which rates the Falcon and Undine are loading. The Circular of George Holmes gives the number of disengaged vessels in harbour (exclusive of Siamese) at nine, representing 3,910 tons.

At MANILA.—There are no vessels loading, but £4 10s. to £4 15s. could be obtained for sugar to the United Kingdom; £5 for hemp 20 cwt.

At SINGAPORE.—There is a good demand for tonnage to all parts. There is however a scarcity of vessels in harbour. To London the Moss Trooper was engaged full at £3 15s., but the next vessel taken up only obtained £3 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
May 8	Alliance	Singapore	Liverpool
,, 10	Civiale	Saigon	Bremen
,, —	Mary Whitridge	Cardiff	Shanghai
,, 11	Jenny	Liverpool	Shanghai
,, —	Abuigaaur	Liverpool	Manila
,, —	Amadine	Shields	Hong Kong
,, 12	Agata	London	Manila
,, —	Alice	Saigon	Bremen
,, 13	Spirit of the North	Manila	London
,, —	Otto and Antonie	Shields	Hong Kong
,, —	Leon Crespo	Manila	Falmouth
,, 15	Cananore	Bordeaux	Batavia
,, 16	Lieutenant	Liverpool	Shanghai
,, 17	Lancastria	Singapore	Liverpool
,, —	Eleanor	Singapore	London
,, —	Honigby	Samarang	Middelburg
,, 18	Emilie	Batavia	Bremen
,, —	William Freeng	Cardiff	Hong Kong
,, —	Lady Love	Nagasaki	Amsterdam
,, —	Golden Dream	Batavia	Amsterdam
,, 19	Portland	Saigon	Rotterdam
,, —	Reina de los Angelos	Cadiz	Manila
,, 20	Esperanze	Rio Janeiro	Hong Kong
,, —	R. S. Eby	New York	Hong Kong
,, 21	Carl and Auguste	Bangkok	Falmouth
,, —	Malay	Manila	New York
,, 23	Victoria	Liverpool	Manila
,, —	Mary Warren	Manila	Liverpool
,, 24	President v. Ryckevorsel	Shields	Batavia
,, —	Seawfell	London	Hong Kong
,, 25	Borneo	Boston	Batavia
,, —	Madagascar	Cardiff	Hong Kong
,, —	Eberhard	Cardiff	Hong Kong
,, —	P. Rickmers	Cardiff	Hong Kong
,, —	Anne Dymes	Singapore	London
,, —	Ragna	Cardiff	Chefoo
,, —	Granite City	Newcastle	Singapore

COMMERCIAL POSTSCRIPT.

TEA.—Messrs. Percival and Co.'s Circular of this date says:—"The Tea Market still remains in the same dull and inactive state, and the business of the last fortnight has been chiefly confined to the public sales. At these sales common to fair blackish and reddish-leaf Congous sold heavily at a further decline of ½d. to 1d. per lb., medium to fine, in some cases, showing a drop of fully 2d. per lb. on rates ruling a fortnight ago. Broken-leaf kinds and Dust sold a shade easier. Since the conclusion of the sales dealers have shown some disposition to operate at the reduced sale quotations, but can only meet with occasional small parcels, and business in consequence continues limited. Green Teas have sold rather more readily during the last few days, more especially good common to fair Gunpowders. In Uncoloured Japans a fair amount of business has been done at 1s. for common, 1s. 2d. to 1s. 4d. for fair to medium. The public sales, which commenced on the 7th instant, comprised 25,734 packages, of which 22,500 were sold.

SILK.—The market is rather more active, and prices continue extremely firm in all descriptions. No. 3 chop Tsatlees have been sold at 30s. in Shanghai of the new silk, and 1000 bales settled, including all descriptions. Fine Bengal of best sorts are scarce. Deliveries are of fair extent.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—July 13, at Falmouth, from Bangkok, for Bremen, Melissa; 15, at Liverpool, from Bassein, Alaric; 10, off Scilly, from Batavia, Leopold Graaf van Linburg Stirum; —, off Queenstown, from Bassein, Mic Mac; 10, at Havana, from Macao, Eugene and Adele; 15, off Porthleven, from Colombo, Peter Symons.

DEPARTURES.—From Rotterdam, for Batavia, S'Gravenhage; July 11, from Sunderland, for Galle, Liberator; from Glasgow, for Manila and Yloilo, Eliza; —, from Rotterdam, for Batavia, Jannetje; 8, from Penarth Roads, for Manila, Margarita.

LAID ON.—At London, for Singapore, Hong Kong, and Shanghai, United Service; at Glasgow, for Galle, Abyssinia (s.s.).

SPOKEN.—Julia (Dut. barq.), Batavia to Maas, July 5, 48 N., 22 W.; Kosmopoliet 2, (not the Kosmopoliet as before reported), Amsterdam to Batavia, May 2, 24 S., 30 W.; Vertrouwen, Amsterdam to Batavia, May 16, 26 S., 33 W.; Alcyone, Amsterdam to Sourabaya, June 29, 10 N., 5 W.; Alcide (Amer. barq.), Liverpool to Japan, forty-five days out, May 2, 21 S., 27 W.; Kjobenhaven Packet, Sourabaya to Amsterdam, April 27, 35 S., 24 E.; Eyra, Cardiff to Singapore, June 5, 5 S., 29 W.; Concepcion, Cadiz to Manila, July 5, 29 N., 15 W.

MISCELLANEOUS. — The "Shallett," Willis, which sailed from Colomba, Dec. 14, for London, has been posted at Lloyd's as not having since been heard of.

LEGAL.

COURT OF BANKRUPTCY.—JULY 4.

RE GEORGE LYALL.

This was an adjourned sitting for discharge, the last examination upon the accounts having been passed at a former sitting.

Mr. Bazley represented the assignees, who did not oppose; Mr. Reed and Mr. Knight opposed for a Mr. Liebert, a creditor for upwards of £60,000; and Mr. Sargood (specially retained) supported the bankrupt.

At a former hearing a lengthened correspondence between the opposing creditor and the members of the firm was read, and to-day Mr. Reed concluded his address in opposition to the granting of an order of discharge upon two grounds—first, in contracting the opposing creditor's debt without reasonable expectation of payment; and secondly, for carrying on business by means of fictitious capital.

We give Mr. Commissioner Holroyd's judgment verbatim.

The Commissioner: [Interrupting Mr. Sargood, who was beginning his reply] I do not think I need trouble you, Mr. Sargood, in this case In disposing of this case, I may say, in the first instance, I cannot but lament the very heavy loss sustained by Mr. Liebert in his dealings with the bankrupt. At the same time I think we must, with all our feelings for Mr. Liebert, not the less do justice towards the bankrupt himself. Now the opposition to the bankrupt under the 159th section is rested upon three heads: trading on fictitious capital, contracting debts without any reasonable expectation of payment, and that the bankruptcy is occasioned by rash and hazardous speculations. I think it necessary that we should go back to the earlier career of the bankrupt in considering the different points. It seems that the bankrupt had been doing business as a merchant for twenty-seven or twenty-eight years, and he had carried on business it appears successfully for a considerable time, and he was for some time in partnership with Mr. Still. In 1863, Mr. Maclean, who was before clerk in their house, was introduced and became a partner. Then they established the house at Hong Kong. Then it also appears that in 1863 and for several subsequent years, or at least in 1863, they had a surplus of £21,447, and therefore I must take it that up to 1863 they had been trading with very great success. In addition to that, Mr. Lyall and Mr. Still, who had been in partnership before together, had what they called separate property, so as to distinguish it from property which might belong to the firm of Lyall, Still, and Maclean, and that property was of the value of £72,580. There was therefore a surplus of £21,000 and £72,500, or nearly £100,000. In 1864 the business seems to have rather taken a turn unfavourable to the bankrupts, but still in 1864 they did not absolutely lose; on the contrary, they had a surplus in 1864 of £17,300. Then as we go on from 1864 things seem to have got worse, and they were obliged, or at all events Lyall and Still, who had this property which belonged to them of the value of £72,500, were willing that it should be made available for the benefit of the firm, and it is, in fact, brought into account, so that I cannot say that persons trading in that way, and who are in the position here stated in 1864, should stop their business then. I think it would be going a great deal too far. Then how long should they go on? They were dealing in matters which we all know take sudden turns as to value, and it is difficult to say, in fact, in answering one of Mr. Reed's questions, "When is the time to stop?" It really is very difficult for a person in that position who, having had considerable capital and carried on business successfully for so many years, to say that, when things begin to take a reverse, they must stop. I think that cannot be contended. Then when are they to stop? Undoubtedly they may have gone on

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longer, as things have turned out, than one would think prudent for them to have done. They might have stopped earlier. Going on longer than they might, and, as it is proved, they ought to have done, is not an offence in itself; but that and various other circumstances charged by Mr. Reed are charged as circumstances of aggravation, as if any of the substantial offences in the Act of Parliament were distinctly proved. There are circumstances which one might have drawn from the correspondence which passed previously to the bankruptcy, which might have brought in that by way of aggravation to a particular statutory charge if that statutory charge were proved. In this case I must say I feel great difficulty in saying that any substantive charge under the Act of Parliament has been distinctly proved against the bankrupt under which any of the aggravated circumstances can possibly be brought in. Though there may be aggravated circumstances there must be proof, and clear proof, of the statutory offence, so that those aggravated circumstances might be brought in adversely to the bankrupt.

Then comes the question as to the substantive offences. Has there been a substantive offence proved? As regards fictitious capital, it appears to me there is no pretence for saying that the bankrupts have been trading upon fictitious capital. They did not manufacture accommodation bills and raise money upon those. They raised money on what has always been held, and has also been decided in the case of *ex parte Fryer*, not to be improper trading; that is, drawing to a certain extent against consignments. They raised their money in that way, and also by banks. Of course there must be a vast number of traders in this city who carry on business upon borrowed capital, but I have never heard it called fictitious capital. Money borrowed may be borrowed in a fair way and a legitimate way from bankers, and even if they overdraw the bank, if the bank chooses to allow it, that does not constitute an offence under the Act of Parliament, so that as to fictitious capital that may be disposed of.

Then as to contracting debts without a reasonable expectation of payment, I think that is also equally unavailable. Mr. Liebert's debt, without taking into account what is called the triplicate account, amounts to above £40,000. That debt was contracted, I think, or the bulk of it was contracted, more than ten months previously to the bankruptcy.

Mr. Sargood: The whole of it, I think, in April.

The Commissioner: I think there was some later. There was some at nine and ten months and three or four months; but what was contracted at a very late period, I believe, was recovered by Mr. Liebert, and, therefore, we may take it that the bulk, at all events, of the debt was contracted previously to June, 1866. That being the case, we look to see what payments the bankrupt made subsequently to June, 1866, and I find that the payments that he made subsequently to June, 1866, in this country—that is to say, in the several months of July, August, September, October, and November, 1866, and January and February, 1867—amounted to £63,298. I find, in addition to that, that the payments made by the China house to the Manchester creditors since June 1866, has been £115,000. Then I find further that, according to their course of trading, they drew against teas and silk, leaving a margin—and a considerable margin; and that what they drew against tea and silk would have left them, according to the margin which was reserved, about £40,000. If the teas, instead of going down, as I believe they did, or teas and silk, to something like an extraordinary price, had kept their prices or had risen in price, they would have had then nearly £40,000 more. So that altogether their assets seemed to be something like £200,000, and the house would have a right to have credit for that, as having paid it, or that which they might fairly consider would be available to them at that period, and that is after contracting Mr. Liebert's debt. Therefore, assuming they had all that money at their command, I think it cannot be said that they might not have paid if they had chosen, and it might possibly turn out that they ought to have chosen to have paid Mr. Liebert's debt in preference to some others which they had paid. Mr. Liebert might have the prior claim, but still if they had means at their disposal and chose to say, "we have got all these moneys, and we will pay these various creditors, A, B, C, and D, and we will exclude Liebert," for reasons which might have satisfied them they might do it, it cannot be said that Mr. Liebert's debt was contracted without any reasonable expectation of being able to pay it, if they had money with which they could have paid it if they had chosen.

Then, disposing of that, the remaining question is as to "rash and hazardous speculation." Now, with respect to that, it cannot be considered to be rash and hazardous speculation when a merchant who has been going on for some years in a particular course of dealing and in what I may call a legitimate course of trading, continues that course of trading in the same way as he has done before, and carries on his business as he has done before. It cannot be said that that is to be called "rash and hazardous." He does not deviate in the least from his former mode of trading, and then it simply resolves itself into this, that "rash and hazardous" does not mean "rash and hazardous" simply from this cause, that he ought to have stopped his trading sooner, and not incurred these last dealings. Assuming he should have stopped earlier, as I said before, that is not held to be an offence under the Act of Parliament. Under all the circumstances, and taking into consideration the fact that there must be proof by clear evidence of "rash and hazardous" trading, it cannot be said that the bankruptcy has been occasioned by "rash and hazardous" speculation.

Then there is one other circumstance which I think also very material in the present case, and which ought to be adverted to in favour of the bankrupt. It has been said and strongly urged that the bankrupt had been deceiving Mr. Liebert. Now so far from deceiving Mr. Liebert, it is necessary in the first place that I should say Mr. Liebert really did not place that confidence in the bankrupt which is usual between merchants and buyer and seller. Mr. Liebert adopted, as he had a right to do if he thought fit, a mode which satisfied his mind that he should under any circumstances secure to himself the payment of these goods. He would not trust the bankrupt, and he said "No, I must take care to secure the proceeds of these goods to satisfy the prices which you ought to pay me for them." He does that through the medium of what has been referred to in the invoice. That again is brought forward as a charge against the bankrupt of what is called substituting an invoice. The course with respect to that appears to have been this. Mr. Liebert, as I said before, having chosen not to give uncontrolled credit as it were, and to rely upon the bankrupt himself for the payment of these goods, said, "No, I will have an invoice drawn up in a particular manner, and I will send that to your house at Hong Kong, so as to secure to me the proceeds of those goods, to be remitted here to meet the bills drawn against the goods." Then he also sent a copy of that invoice to the bankrupt, and in respect of that it is first said that the bankrupt did not simply add or did not simply send a copy of the invoice that he received from Liebert and add to that the freight, so that they might know, but he sent a fresh invoice altogether to the house at Hong Kong, simply stating that the goods were consigned on the part of those concerned without particularly alluding to the return of the proceeds to satisfy the bills. The charge against the bankrupt is that that was done fraudulently and with a view to prevent Mr. Liebert getting the price of his goods. Mr. Liebert thought that a course had been taken which operated as a lien upon the goods or the proceeds of the goods, and which secured to himself the payment for the goods. The bankrupt thought the same. The bankrupt has sworn that he thought Mr. Liebert had secured to himself that which would bring the returns and satisfy him; and if that had been the course of procedure out there, of course Mr. Liebert would not have suffered by the bankrupt. Then, it is also material on his behalf to refer to this: he says, and it is not disproved, that it was not usual to show these invoices that went out to the bankers or the persons who were asked to advance money upon the goods. They, I suppose, only produced the bills of lading and shipping documents; and so far it appears, in point of fact, that these invoices were not shown to the persons from whom the goods were obtained. At the same time it seems to me there is no reason for charging the bankrupt with any intentional fraud in what he did. On the contrary, it appears to be proved in evidence, and to be in accordance with his former practice from the year 1863 up to the latest period, to send all his invoices in the same form as that which has now been objected to. It is true that at an earlier date—I think as far back as 1861—there was an invoice in the form in which Mr. Liebert had drawn the invoice, but afterwards, with that exception, the course pursued by the bankrupt, as I said before, was in pursuance of that which he had followed and had been following for a course of two years. No complaint appears to have arisen under that course of dealing, but even taking it in the worst possible way (and I admit it would be more satisfactory, and I should have thought it more satisfactory, and the creditors would have thought it more satisfactory, if the invoice he wished to be sent out had been sent out), still it does not appear to have arisen from any bad intention on the part of the bankrupts, as it was not usual to show those invoices to the parties advancing the money. Therefore I cannot say from that that the bankrupt has been guilty of any offence under the Act of Parliament. But even assuming for a moment that there had been and there was evidence to show that the bankrupt had some bad intention or fraudulent intention in thus forwarding these invoices, still, if he had made an engagement with Mr. Liebert that he would send those particular *invoices*, and had broken that engagement afterwards, although that might be a very dishonest act on his part I admit, still it would not be an offence under the Act of Parliament. It would not be contracting debts without the expectation of being able to pay. It would not be "rash and hazardous speculation," though it would have been very wrongful on the part of the bankrupt so to do, but at the same time it would not constitute an offence; and, as I said at the beginning, I must be satisfied that some substantive offence has been clearly proved against the bankrupt, and as clearly proved against him as if it were in a criminal court, before I can say that upon such substantive offence being proved the proof of aggravating circumstances may be added so as to ask for severe punishment against the bankrupt.

Then as to the cases which have been cited, I think, after what I have stated, I need hardly add anything as to *ex parte Fryer* and *ex parte Barker*; *ex parte Barker* being simply the case of a bankrupt, by means of discounting and obtaining money from accommodation bills to a considerable amount, and there being no evidence of what money he had available to satisfy all those demands, it was held that that was contracting debts without a reasonable expectation of being able to pay. That is not the present case. The case of *ex parte Fryer*, again, alluded to the facts where there were particular charges made against the bankrupt, and clearly proved, and in addition to those facts as to the whole course of dealing. I should state that all these cases must depend upon their own particular circumstances, and that some circumstances taken by themselves might be very much altered in their bearing in connection with other circumstances which may exist in one case and not exist in another, and, therefore, it is difficult to apply cases except to apply any particular principle laid down in the case. It is difficult to say that one case must be governed entirely by another case.

Then as to the case that has been cited of *ex parte Marks*, as to contracting debts without reasonable expectation, that was one where the party in that case might have expected to pay from selling the goods. It appears he might and he could have paid that particular debt. Then as to the last case cited, of Lewine and Morris, I can only say with respect to that it appears to me that the circumstances in that case were as different as light and darkness from the circumstances in this.

Therefore, under all the circumstances of this case, I think the bankrupt must have his order of discharge. I do not know that it is necessary for me to say anything about the house in China, but it appears to me, although I have no right to say anything for or against the house in China, that the partners there have obtained their orders of discharge.

Mr. Sargood: Both of them.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

The London & China Telegraph.

LONDON, THURSDAY, JULY 16, 1868.

THE PACIFIC RAILWAYS.

APROPOS of the Chinese Embassy, and the renewed interest it has aroused in the question of rapid communication with China and Japan, the American papers teem with glowing anticipations of the golden future awaiting the United States when the Pacific Railway and Mail Route shall become "the high road from Europe to the East." We are informed that there now remain "only" 900 miles of railroad to be made to complete the direct communication between the Atlantic and Pacific coasts; that this gap will probably be filled up during the coming winter; that early in 1869 it will be possible to reach San Francisco in ten days or a fortnight from New York in comfortable cars; and that, as means of of transport are perfected, goods will pass over the route, and especially the light and costly goods of the East, with *almost* as great rapidity. Of the consequences to the United States of the opening of this new channel of communication, the most prodigious expectations are formed; and on the strength of the benefits to accrue to New York and San Francisco an era of feverish speculation has already set in to such an extent as to affect the value of land in both cities. The undeniable success of the China line undertaken by the Pacific Mail Company has led the American public to regard as an absolute certainty the eventual monopoly of the entire traffic between Europe and Asia. If the trade is already so great, they ask, what will it be when nearly all the Oriental products consumed in Europe, as well as in the United States, are brought over the Pacific Railroad, instead of round Cape Horn or the Cape of Good Hope? While the diversion of the bulk of the silk freight from the present Overland Route to their own line is taken as a foregone conclusion.

These calculations seem, however, somewhat premature, at least as far as Europe is concerned. No doubt the route will be a pleasant one for passengers, more especially on account of its doing away with the long voyage in the tropics; the admitted luxury of railway travelling in the States would be an additional inducement, were it not perhaps more than counterbalanced by the equally well-known frequency of those terrific accidents which every now and then involve the sacrifice of a holocaust of victims to Yankee go-a-head-ism. But it requires a very far-seeing eye to discern the period when English metals and piece-goods for the China market, or the supplies of tea and silk for all Europe, will be diverted from their present channel simply that they may travel over 3,000 miles of American railways. A single example will suffice to show the futility of such an idea. Silk or other merchandise shipped from Shanghai by the Peninsular and Oriental steamers, can be landed at Southampton within sixty days. By the Pacific line, as at present worked, it would reach San Francisco in thirty days; if to this we add fifteen for the railway journey, ten for crossing the Atlantic, and five for the various transshipments, we arrive at precisely the same result in point of time, but with the disadvantages of a route far more liable to delays and accidents, with a long railway transit of a necessarily expensive character. And should the Suez Canal ever fulfil its promise of conveying large vessels from the Red Sea to the Mediterranean, so that cargo may be conveyed to and fro between Europe and China or Japan by that route, without any transshipment at all, our American cousins may bid a long farewell to any hope of securing even the smallest portion of the traffic. Still, the scheme of an inter-oceanic railway is a grand one, and its completion will be fraught with important results to the New World. A New York correspondent points out that one of the curious results already arising from the opening of this new route to China and Japan is that the region which has been known to the civilised world for so many years as "the East" is now metamorphosed into "the West." Both China and Japan now begin to be considered and talked of all over the United States as Western countries, and Europe begins to be the "East."

THE HONG KONG MINT.

THE short and anything but brilliant career of the Hong Kong Mint came to a conclusion on the 25th of May last. It is with no little regret that we record the apparently final extinction of an institution from which we, in common with many well-wishers of the colony, had anticipated very beneficial results; but from the first it has had a succession of adverse influences to contend with, and in the end these have proved destructive. The first of them, as we long since pointed out, was the mistake of paying the whole cost of the building and plant, amounting to some $400,000, in so short a time out of the revenue of the colony, instead of adopting some plan by which it might have been spread over a term of years; thus draining the treasury, and creating a prejudice against the Mint to begin with. Then came the panic, with its attendant financial crisis, its unfavourable effect in the course of exchange, and the almost total cessation of specie shipments. Besides all this, there seems to have existed all along a degree of hostility in official quarters which could hardly fail to end fatally, and which moreover has been characterised by a degree of energy that, had it been directed in a friendly spirit, might have ensured a very different result to the experiment. Rather more than twelve months since (in June, 1867) we reluctantly admitted that the prospect of a successful continuance of operations was doubtful, but we then pleaded for another year's trial, in the hope that within that time "something would turn up." At the last moment, it seems, something did turn up; two of the local banks gave Captain KINDER an opportunity of showing what the establishment could effect, even with a reduced staff, and during the last two months of its existence there were struck upwards of 3,000,000 coins, leaving a profit, we are told, after paying all expenses, of about $23,000.

Nearly the whole coinage produced since the establishment of the Mint has been absorbed in Singapore and the Straits, scarcely any of it having circulated in China, although there is little doubt that the subsidiary coins, if not the dollar itself, would have been as favourably received at the various open ports as they were in Hong Kong and Singapore, had any sustained effort been made to introduce them. We still adhere to our original opinion that the failure of the scheme proceeds from no inherent defect, but is attributable chiefly to an ill-founded prejudice and to the want of such support as might easily have been accorded by a Governor more favourably disposed towards it. No blame can be attributed to Captain KINDER, who, we believe, has been unremitting in his efforts to make it thoroughly efficient, and with evident success, as far as regards its internal economy; and it is to be hoped that on his return, under circumstances so unsatisfactory to himself, the Home Government will not overlook his claim to some appointment of equal value.

THE PENANG MAIL SERVICE.

AT length the persevering endeavours of the Penang merchants and their friends have been rewarded by a discussion in the House of Commons on the question of renewing the mail service between that port and England. As we feared, all efforts to shake the determination of the Treasury proved unavailing. From the reply of Mr. SCLATER-BOOTH to Mr. BARING'S interrogatories, it will be seen that the P. and O. Company have offered to resume calling at Penang on their outward and homeward voyages, as under the former arrangement, for an additional sum of £5,000 per annum, which it is calculated would about defray the cost of the extra fuel expended. This must be admitted to be a very liberal overture on the part of the company, and the meanness of the policy that induced the Government to reject it can hardly be characterised in moderate language. The object is evidently to coerce the Straits Government into undertaking to bear a share of the extra expenditure. But before taking such a step as this, the GOVERNOR and his Council will do well to take into consideration the expense they have already incurred far the maintenance of two Straits steamers, besides a third now building on the Clyde. These vessels might surely be made available for some other duty, in addition to what at present seems their sole purpose, namely, the carrying of Straits officials from one port to another.

THE Duke of BUCKINGHAM has appointed CHARLES OWEN, Esq., of the Inner Temple, barrister-at-law, Senior Magistrate in the Straits Settlements, to reside at Singapore.

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LITERATURE.

Rambles of a Naturalist in the China Seas. By CUTHBERT COLLINGWOOD, M.A., M.B., F.L.S., &c. London: John Murray, Albemarle-street.—In this work—a handsome volume of nearly 450 pages—we have a record of the experiences and observations of an eminent naturalist during a series of voyages, including China, Formosa, Borneo, the Straits, Labuan, &c., during the years 1866 and 1867. The circumstances under which the expedition was undertaken are not fully entered into, but it was chiefly performed in Her Majesty's vessels *Serpent* and *Scylla*, to whose commanders and officers Mr. Collingwood, in a very modestly-written preface, avows himself indebted for much kindness and courtesy. The reader who takes up this volume with the foreboding that its contents must necessarily be dull and uninteresting to all except students of botany, zoology, and kindred pursuits, will be agreeably disappointed. Far from confining his record of observations to the comparatively narrow limits that might be anticipated from the title of his work, the author devotes many pleasant pages to remarks on the climate and scenery of the countries visited, as well as picturesque delineations of the life and social characteristics of the people he mingled with. Even the short chapter devoted—with a sort of half apology for attempting any description of such well-known ground—to the overland trip from Marseilles to Hong Kong, derives a new interest from the fresh, unconventional manner in which the old and almost worn out subject is treated, so that even here at the very outset we begin to appreciate the value of a work wherein superior scientific attainments are brought to the aid of natural good taste and keenness of perception. Hong Kong, as might be expected, afforded little to interest our naturalist; and after a sojourn of a fortnight there, he proceeded in the *Serpent* to the Pratas Island and reef. Those who have been in the habit of regarding the Pratas merely as one of the most formidable "dangers" of the China Sea, will be surprised at the numerous points of interest it possesses. Formosa was next visited, and affords material for several most interesting chapters, one of which is devoted to an overland trip across country, from Tam-suy to Ke-lung, with an account of the curious sulphur-springs in the neighbourhood of the former place. After a coasting voyage to Shanghai, Mr. Collingwood left the *Serpent*, which was ordered northwards, and returned to Hong Kong, to prepare for a visit to Labuan, and the graphic description given of this island and its productions forms perhaps the most interesting part of the book. Here Mr. Collingwood had many opportunities of research, and was rewarded by the discovery of several new species of marine animals; and these excursions and their results are described with such a pleasant enthusiasm that we can readily believe the author's statement that all the difficulties and vexations he encountered—and they were not a few—were amply compensated by "the delight of having visited nature in her deepest recesses, and viewed her in her grandest aspects." After this, a short stay at Sarawak gave an opportunity of penetrating into the interior of Borneo, and studying Dyak life. Then we come to Singapore, and here again the reader will be surprised and pleased at the novel view presented to him of a place so often described by previous travellers. The Chinese and the Klings, who form so large a proportion of the colonists of the Straits Settlements, are admirably described, and the ineradicable vice of gambling is not allowed to pass unnoticed. To some comments on the extent to which it prevails among the Chinese at Singapore is affixed the following footnote, which at the present time is especially interesting:—

> Since this has been written gambling has been legalised among the Chinese population at Hong Kong—a step which, while it has naturally given great offence to certain European classes, will be regarded leniently by those best acquainted with Chinese character, and will save the police a vast amount of trouble in hunting up and bringing to justice the numberless cases in which the attempt to restrict this Chinese institution was constantly being evaded by all classes, in whom the habit is too much a second nature to be eradicated by legislation.

These opinions—which, coming from such a source, are certainly deserving of respect—are not very dissimilar to those we have more than once expressed when writing on the much-vexed question of "the gambling ordinance." The opium trade also comes under consideration in this part of the book, and the author freely gives his opinion on it. He says it is a mistake to suppose that opium smoking obtrudes itself upon the notice of every traveller in China, and that the debasing and destructive effects of it meet the eye at every turn. It is an expensive luxury, and, like all other luxuries, is liable to abuse, and sometimes carried to excess; but, in proportion to the population, confirmed opium smokers in China are far less numerous than confirmed spirit drinkers in England.

> That opium smoking is a vice, and leads to evil, is not for a moment to be denied, but that it is of that extent which is commonly believed by some philanthropists well-disposed but ill-informed, is evidently a mistake. Undoubtedly, if it could be rooted out of the customs of the Chinese people it would be a desirable end—and so it would if drunkenness could be eradicated from among the English people—but both ideas, we fear, are equally Utopian and Quixotic. Merchants engaged in the opium trade are loudly condemned, but to be just, those engaged either directly or indirectly in the production of ardent spirits should meet with an equal amount of reprobation. There can be no manner of doubt that drunkenness is far more productive of misery and crime in this country than is opium smoking in China; while we are apt to forget that we are a Christian people, while the opium smoking Chinese are heathens, with a very imperfect natural appreciation of morality as understood in the west.

It must be admitted that the argument here is somewhat defective; for is it not our duty, as a "professedly Christian" nation, and having moreover experience of the deleterious effects of spirit drinking before us, to discourage, rather than aid, a heathen people who know no better in the use of another debasing stimulant? More than one tribe of American savages have been exterminated by the "firewater" supplied them by their Christian friends; may not opium produce, in the end, a similar result in China? But this is not the place for a dissertation on the opium trade—rather let us follow our author on his travels to Manila, and thence back to China, where he arrived in time to see the native new year holiday celebrated at Canton. Here our attention is attracted by several well-written chapters on Chinese manners, customs and idiosyncrasies, concluding with some pertinent remarks on the progress of missionary work among the natives. The remaining portion of the work is devoted to observations on "the surface population of the ocean;" "the luminosity of the sea" (both subjects treated in a manner equally entertaining and instructive), and the voyage home round the Cape; after perusing which we close the book with a grateful impression that we have travelled through many an old familiar scene with a new guide, to whom we are indebted for an appreciation of innumerable fresh and hitherto undiscovered beauties. We may safely predict a full measure of popularity for Mr. Collingwood's able work.

Chronique de la Revue Orientale. Paris, 8vo.—We have just received the first number of a new publication by the editors of the *Revue Orientale*. France possesses a number of very eminent Orientalists, but a very small public taking an interest in subjects relating to the Far East, and the proprietors of the *Revue* show great persistence under difficult circumstances. They propose in future to publish a periodical chronicle, of which the first number is before us, a *brochure* of sixteen pages, giving the news relating to the East, and also to continue the publication of original works from time to time. Amongst the items of news is that of the appointment, by Imperial decree, of M. Leon de Rosny as regular Professor of Japanese in the School of Living Oriental Languages of Paris, where he has heretofore conducted a supplementary course of instruction in the same language. Mr. A. Wylie's recent *Notes on Chinese Literature* is noticed in the *Chronicle* in high terms of praise, of which the following is an example:—"His work is not only a bibliographical manual, with an excellent index, but a course of literature which may be read from beginning to end with real pleasure, and which supplies in an attractive form a mass of information respecting the progress of Chinese civilisation which we seek in vain elsewhere." The writer of the notice says, that as Chinese literature is beyond question the richest and most varied in the East, it is to be hoped that in future Chinese scholars will furnish translations of some of the works of the best Chinese writers, instead of occupying their time in the production of bad romances, or insipid comedies, travestied to suit European taste. The recommendation is good, and we trust the editors of the *Revue* will set the example.

Rice Cultivation: Its Past History and Present Condition, with Suggestions for its Improvement. By LEOPOLD LUDOVICI. Colombo: J. Maitland and Co.—The subject of rice cultivation in Ceylon is one that has been much discussed of late, and not long since the Legislative Council of that colony appointed a select committee to inquire into it. The decay of agricultural industry, and its prejudicial effect on the condition of the native population, is attributed by the Government entirely to the apathy, the "love of ease and indolence" of the natives themselves; and the object of the work before us is not only to combat this idea, but to show that the real cause of decadence is misgovernment and neglect on the part of the European rulers of the island. In support of this view, Mr. Ludovici quotes the statement of Sir James Emerson Tennent, that during the last three centuries the Singhalese have seen three European nations in turn occupy their country and drain it of its wealth for their own enrichment; the Portuguese and Dutch carried away its cinnamon and pearls, the British have made its soil produce coffee and cocoanuts; but each has failed to do anything to encourage native industry or to emancipate the people from their dependent position. In proof of what these lazy, apathetic islanders could do for themselves before they were degraded by a foreign yoke, Mr. Ludovici points to the innumerable remains that still cover the island, remains of a vast system of tanks, canals, and water-courses, constructed and maintained by the native princes, under whose rule the development of agriculture was evidently the highest object aimed at. The remains of these gigantic works of irrigation—the silent witnesses of a bye-gone period of unexampled industry and prosperity—lie scattered over vast tracts of land now waste and barren; but many of these works says Mr. Ludovici (here again corroborated by the observations of Sir J. E. Tennent), including from five to seven hundred tanks, are still either in serviceable order, or susceptible of full restoration. Mr. Ludovici maintains that it is the duty of the Government to take measures for the restoration of these irrigation works; to rescind the present tax of one-tenth on paddy cultivation, an impost not only burdensome in itself, but most injurious in the mode of its collection; and generally to inaugurate a more liberal policy towards the native agriculturists. By these means only, he be-

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lieves, can the material and moral advancement of the people, as well as the real interests of their rulers, be promoted; and we think he fairly makes out his case. Apart from its special object, the book derives great interest from the glimpses it affords of the early history and ancient glories of the island.

Journal of the Royal Asiatic Society. New Series, Vol. III. Part I. London: Trubner and Co.—The present volume of this journal contains a full proportion of communications on subjects attractive to students of Oriental philology. Of these the one most interesting to our own readers will be that headed "Remarks on the Indo-Chinese Alphabets," by Dr. A. Bastian. The races whose written languages form the subject of these remarks are the Siamese, Burmese, Annamese (including Cochin Chinese), the Mon (Talaing and Peguan), and the Kambodian. With the exception of the people of Annam, who follow the Chinese, all the rest of these Indo-Chinese nations have received their alphabets from India, but have adapted them to their monosyllabic tongues by the introduction of those accents or inflections which are so important and curious a feature of the Chinese language; a circumstance that gives rise to many interesting points of comparison. The King of Siam, it appears, has invented an alphabet which he considers adapted to all the Indo-Chinese dialects, as well as to languages of the Arian family, and has had some books printed in it at his own press in Bangkok; he has also constructed a Pali grammar on the system of the Latin grammar.

THE CHINESE EMBASSY.

The Chinese Embassy has returned to New York from Washington, and an early departure for Europe may be looked for. Just before leaving the American capital the Celestials attended a party given them by General Grant, and on their arrival at New York they were entertained at a grand banquet by the merchants of that city, at which another somewhat remarkable speech was made by Mr. Burlinghame. The following report of the proceedings is from a New York paper:—

The banquet to the Hon. Anson Burlinghame and his associates of the Chinese Embassy, given at Delmonico's on Tuesday evening by the citizens of New York, was in every respect worthy of hosts and guests. About two hundred and fifty sat down to dinner, including the Mayor and many of the most prominent citizens of New York. Governor Fenton presided. Shortly before ten o'clock the chairman, having called the company to order, spoke as follows:—

Having referred to the satisfaction this occasion afforded him, and the pleasure he took in welcoming the distinguished visitors from the Government of China, Governor Fenton said that in politics, history, and geography our nation presented interesting comparisons with the Chinese. The oldest Government of the East invited the civilisation of the West. The oldest, most fixed and secluded society extended a friendly salutation to the youngest, most liberal and progressive of nations, and great results to humanity would follow. It is our destiny to open up a nursery of freedom, equality, and progress for Europe and for Asia. It was the fortune of the speaker to be associated with Mr. Burlinghame in Congress for several years, and he rejoiced in the choice of Mr. Lincoln falling upon him for the China mission. No event in modern diplomacy has equal significance with the present Embassy. He assured Mr. Burlinghame of our appreciation of the friendliness and partiality of the Chinese Government in selecting him, an American citizen, as its leading representative to the world at large, and in choosing the United States as the first point of visit. In conclusion, he welcomed the Embassy to this City on behalf of the State, and offered their best wishes on their departure to complete elsewhere their noble mission. (Applause.)

Mr. Burlinghame responded as follows:—

Our first duty is to thank you for this cordial greeting, to say to you that it is not only appreciated by us, but that it will be appreciated by the distant people whom we represent—(applause)—to thank you for this unanimous expression of goodwill on the part of the great City of New York, to thank you that, rising above all local and party considerations, you have given a broad and generous welcome to a movement made in the interest of all mankind. (Applause.) We are but the humble heralds of this movement. It originated beyond the boundaries of our own influence, and has taken dimension beyond the reach of our most ardent hopes. That East which men have sought since the days of Alexander now itself seeks the West. (Cheers.) China, emerging from the mists of time, but yesterday suddenly entered your western gates and confronts you by its representatives here to-night. What have you to say to her? She comes with no menace on her lips; she comes with the great doctrine of Confucius, uttered two thousand three hundred years ago, "Do not unto others what you would not have others do unto you." Will you not respond with the more positive doctrine of Christianity? "We will do unto others what we would have others do unto us." (Cheers.) She comes with your own international law; she tells you that she is willing to come into relations of accord to it; that she is willing to abide by its provisions; that she is willing to take its obligations for its privileges; she asks you to forget your ancient prejudices; to abandon your assumptions of superiority; to submit your questions with her, as she proposes to submit her questions with you—to the arbitrament of reason. (Applause). She wishes no war, she asks of you not to interfere in her internal affairs; she asks you not to send her incompetent men; she asks that you will respect the neutrality of her waters and the integrity of her territory; she asks, in a word, to be left perfectly free to unfold herself precisely in that form of civilisation of which she is most capable; she asks you to give to those treaties which were made under the pressure of war a generous and Christian construction. (Cheers.) Because you have done this, because the Western nations have reversed their old doctrine of force, she responds, and in proportion as you have done that, in proportion as you have expressed your goodwill, she has come forth to meet you; and I aver that there is no spot on this earth where there has been greater progress made within the past few years than in the empire of China. (Applause). She has expanded her business; she has reformed her revenue system; she is changing her military and naval organisations; she has established a great school, where modern science and the foreign languages are to be taught. (Cheers). She has done this under very adverse circumstances; she has done this after a great war, a war lasting through thirteen years, a war out of which she comes with no national debt. (Laughter and applause.) You must remember how dense is her population; you must remember how difficult it is to introduce radical changes in such a country as that. The introduction of your own steamers threw out of employment 100,000 junkmen; the introduction of several hundred foreigners into her civil service embittered, of course, the ancient native employes. The establishment of a school was firmly resisted by a party led by one of the greatest men of the empire. Yet in defiance of all this, in spite of all this, the present enlightened Government of China has advanced steadily along the path of progress—sustained it is true, by the enlightened representatives of the Western Powers, at Peking; directed and guided largely by a modest and able man, Mr. Hart, Inspector-General of Customs, at the head of foreign employes in the Empire of China. Yet, notwithstanding all these things, notwithstanding this manifest progress, there are people who will tell you that China has made no progress, that her views are retrograde, and they tell you that it is the duty of the Western Treaty Powers to combine for the purpose of coercing China into reforms which she may desire and which she may not desire; who undertake to say that these people have no rights which we are bound to respect. In their coarse language they say, "Take her by the throat," using the tyrant's plea; they say they know better what China wants than China herself does. Not only do they desire to introduce new reforms born of their own interests or of their own caprices, but they tell you that the present Ministry must fall, and that the whole structure of China's civilisation must be overthrown. I know that these views are abhorred by the Governments and the countries from which they come, but they are far away from their countries; they are active, are brave, are unscrupulous, and if they happen to be officials it is in their power to complicate affairs and to involve their countries in war. Now, it is against the malign spirit of this tyrannic element that this mission was sent forth to the Christian world; it was sent forth that China might have her difficulties stated. That I happen to be at the head of it is, perhaps, more an accident than any design; it is, perhaps, because I happened to be longer there than any of my colleagues; it is, perhaps, because I was about to leave, and, perhaps, more than that, because my humble name was associated with the establishment of the co-operative policy, which, in conjunction with abler men, I aided in establishing not many years ago. I desire that the autonomy of China may be preserved; I desire that her independence may be preserved; I desire that she may have equality, that she may dispense equal privileges to all nations. If the opposite school should prevail, if you are to use coercion against that great people, then who is to exercise the coercion; whose force are you to use? whose views are you to use? You see that the very attempt to carry out any such tyrannic policy would involve not only China, but would involve you in bloody wars with each other. There are men of that tyrannic school who say that China is not fit to sit at the council board of the nations who call them barbarians, who attacked them on all occasions with a bitter, unrelenting spirit. These things I utterly deny. I say, on the contrary, that that is a great and noble people. (Cheers.) It has all the elements of a splendid nationality. It is the most numerous people on the face of the globe. It is the most homogeneous people in the world. It has a language spoken by more people than any other language in the world. It is a country where there is a greater unification of thought than in any other country in the world; it is a country where the maxims of the great sages, coming down and memorised, have permeated the whole people, until their knowledge is rather an instinct than an acquirement; a people loyal while living, and whose last prayer when dying is to sleep in the sacred soil of their fathers. (Applause.) It is the land of scholars; it is the land of schools; it is the land of books—from the simple pamphlet up to encyclopedias of 5,000 volumes; it is the land where privileges are equal; it is the land without caste, for they destroyed their feudal system 2,100 years ago, and they built up their great structure of civilisation on one great idea—that the people are the source of power. (Great cheering.) It is a sentiment that was uttered by Mencius 2,100 years ago, and it was old when he uttered it. The power goes forth from that people into practical government through the competitive system, and they make scholarship a test of merit. (Applause.) I say it is a great people. It is a polite people. It is a patient people. It is a sober people. It is an industrious people. And it is such a people as this that the bitter boor would exclude from the council hall of the nations. It is such a nation as this that the tyrannical element would put under its ban. They say of this people, nearly one-half of the human race, that they must become the weak wards of the West—wards of nations not so populous as many of their provinces, wards of people who are younger than their newest village in Manchuria. I do not mean to say that the Chinese are perfect. Far from it. They have their faults, like other people. They have their pride, like other people. They have their prejudices, like other people. These are profound, but they must be overcome. They have also their conceits, like other people. These must be done away. But they are not to be done away by talking to the Chinese with cannon; by telling them that they are feeble—that they are barbarians. No. China has been cut off by her position from the rest of the world. She has been separated from it by limitless deserts and by broad oceans; but now, when the views of men have so expanded that we behold the very globe itself diminishing in size,—now, when science has taken away the desert and has narrowed the ocean, China, seeing another civilisation approaching on every side, has her eyes wide open

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to the situation. She sees Russia on the north, Europe on the west, America on the east. She sees clouds of sails on her coast, she sees mighty steamers coming from everywhere "bow on." (Laughter and applause.) She feels the spark from the electric telegraph falling hot upon her on all sides, and she rouses herself, not in anger, but for argument. (Applause.) She says that she finds that by not being in a position to compete with the other nations for so long a time she has lost ground. She comprehends very well that she must come into relations with the civilisation which is pressing all around her; and comprehending that, she does not wait to be approached, but comes out and extends to you her hand. She tells you she is ready to take upon her ancient civilisation the graft of your civilisation. She tells you she is ready to take back her own inventions with all their developments. She tells you that she is willing to trade with you, to buy of you, to sell to you, to help you to strike off the shackles from trade. She invites your merchants, she invites your missionaries; she tells them to plant the shining cross on every hill and in every valley, for she is hospitable to fair argument. I say she is willing to strike off the shackles from trade. She offers you almost free-trade to-day. Holding the great staples of the earth, tea and silk, she charges you scarcely any tariff on the exports you send out in exchange for them. She is willing also to meet the inferior questions that have been raised respecting transit dues; and if you will only have patience with her and right reason, she will settle those questions to your satisfaction. The country is open, and you may travel for pleasure and trade where you like. What complaint, then, have you to make of China? Show her fair play, and you will bless the toiling millions of the world. That trade which in my own day in China has increased from 82,000,000 dols. to 300,000,000 dols., is but a tithe of the enormous trade that may be carried on with China in the future. Let her alone, then. Leave her her independence. Let her develop herself in her own time and in her own way. She has no hostility to you. Let her do this and she will initiate a movement which will be felt in every workshop in the civilised world. She says to you now, "Send us your wheat, send us your lumber, send us your gold, send us your silver, send us your goods; we will take as many of them as we can, and give you in return our tea, our silk, and our free labour, which we have already sent out so largely throughout the world—which has already overflown upon Siam, upon Singapore, upon Manila, upon Peru, upon Cuba, upon Australia, upon California." All China asks is that you will be as kind to her *nationals* as she is to your *nationals*. She asks simply that you do her justice. She is willing not only to exchange goods with you, but thoughts also. She is willing to give you what she thinks is her intellectual civilisation in exchange for your material civilisation. Let her alone, and the caravans on the roads of the north, toward Russia, will swarm in larger numbers than ever before. Let her alone, and that silver which has been flowing for hundreds of years into China, losing itself like the lost rivers of the West, but which yet exists, will come out into the affairs of men. Let her alone, and those great lines of steamers, the Peninsular and Oriental, and Messageries Imperiales, may multiply their tonnage many times; and your own great line, the pride of New York, the Pacific Mail, may increase their tonnage tenfold; and they will still, as at present, have to leave their freight upon the wharves of Hong Kong and Yokohama. The imagination kindles at the future which may be and which will be, if you will be fair and just to China.

The following letter, commenting on Mr. Burlinghame's speech, has been addressed to *The Times* by "A Resident of Seventeen Years in China:"—

"Sir,—The speech of Mr. Burlinghame, who is accredited to foreign courts as Chinese Ambassador, at a banquet of the leading merchants of New York, demands immediate attention. He is reported to have referred to a 'tyrannical policy' which 'would involve not only China, but would involve you in bloody wars with each other.' We are charged deliberately with enforcing a policy of that order, and are told that hostile conflict between foreign nations will be the result. Sir, I hesitate not to say that no grosser caricature of the real facts could have been uttered. There has been no policy of tyranny on our part, nor do any grounds exist for the apprehensions which Mr. Burlinghame would fain raise.

"If there has been one thing that we have urged upon the Chinese rulers with unremitting persistence during the last twenty years, it has been an earnest entreaty that they would accept the proffered hand of friendship, and suffer their subjects to enter into friendly relations with us. But we have urged in vain. That this description is the truth could be amply verified, and Mr. Burlinghame's misrepresentations completely refuted, by quotations from the history of our intercourse with China in the columns of your journal. I hasten to enter an emphatic protest against the attempt on the part of Mr. Burlinghame to reverse our policy in China.

"If Mr. Burlinghame succeeds, then, sir, we shall, without a doubt, be involved in wars, though not in the direction indicated by Mr. Burlinghame. I need not dwell upon the vast interests—in which we stand alone—that this country has in the pacific development of our trade in China. Those interests will be imperilled if Mr. Burlinghame has his way. Before the Foreign-office takes any leap in the dark let there be at once the fullest discussion of China policy in the House of Commons. And if it be too late this Session for such discussion, let Lord Stanley take counsel of the British merchants interested in the trade with China before he yields to the seductions of Mr. Burlinghame."

A New York paper mentions that a flag has just been manufactured in Boston to the order of Hon. Anson Burlinghame, for the use of the Chinese Embassy, which will be displayed from the quarters of the distinguished visitors in all the principal places they visit during the fulfilment of their mission. The flag is made of yellow bunting, with a blue border, measures 30 x 20 feet, and bears upon it a monster dragon painted in blue and extending its entire length.

THE HONG KONG PETITION.

ON the 6th inst. Mr. MATHESON presented the petition from the colony of Hong Kong to the House of Commons. It has been printed for distribution to members, but—as we feared owing to the lateness of the session and the press of other business, it cannot be brought under the notice of the present Parliament.

THE BREAKDOWN OF THE "GREAT REPUBLIC."

A correspondent of *Mitchell's Steam Shipping Journal* gives an interesting account of the accident which happened to the machinery of the Pacific steamer *Great Republic* on her last voyage from San Francisco to Yokohama, and of the ingenious manner in which the difficulty was surmounted:—

"The steamship *Great Republic*, which sailed from San Francisco for Yokohama on 7th March, after fourteen days' running, met with a rather remarkable accident, being no less than the snapping of her starboard shaft. This shaft is really outside the ship, and as the wheels cost $20,000 each, it was an object to save the one rendered useless, as well as to get into a position that would admit of the other wheel being used. The total weight of the wheel and shaft exceeds 104 tons—this had to be thoroughly severed from its connections, and made fast. To most people such a feat would seem an impossibility, but it was not only undertaken but fully accomplished. In thirty-one hours from the accident the ship was again on her voyage. The arrangements for overcoming the difficulties were promptly planned and diligently executed. All the hands were immediately turned to, and the entire ship's company, composed of 125 men, were incessantly at work. They were divided into two gangs, one in the mate's department, to work upon the sails and rigging, the other in the engineer's department to work upon the wheel and broken shaft. Masts which were housed, full sets of yards which were on deck were sent aloft, and everything got ready for putting upon her the greatest possible amount of sail. At the same time the buckets were taken off from all that part of the starboard wheel which was not submerged, and hoisted on deck. The shaft then stood with the fractured part uppermost, and it became necessary to turn the wheel sufficiently to bring the remaining buckets out of water, and also to bring the remaining third of the shaft uppermost, so as to get at it to mark it with a cold chisel, preparatory to completing the fracture. The various parts of the starboard wheel were then severally lashed to the timbers of the wheel-house, with chains and hawsers to hold it immovable, and to prevent it from falling into the sea when detached. The starboard wheel being lashed as nearly immovable as possible, the engine was started ahead, so as to revolve the shaft just three inches, and by so doing the remaining third was fractured. The two broken ends now overlaid each other, and it became necessary to separate them. In order to do this the outboard end of the shaft and wheel was raised by hydraulic jacks, and the broken shaft and wheel launched off from the ship about eleven inches, when the inboard end was allowed to drop just below the other piece then in the journal, and after chafing planks had been placed between it and the ship's side, it was brought close in to the vessel and finally secured, the outer end having been let back into its former place. In this condition she got under way with the wind E.N.E, coming round with all her head sails set and her port wheel turning slowly. Everyone on board had supposed that in this condition it would have proved a difficult task to steer the ship, and that she must necessarily carry a weather helm to a remarkable degree. But she was found to be going six knots an hour, and carrying her rudder very nearly amidship. The voyage was continued in this manner, the ship running from 130 to 177 miles per day; and she reached Yokohama in safety, having run 2,000 miles in her crippled condition. This feat of the *Great Republic*, which was accomplished in fourteen days, may be set down as an original occurrence in steam shipping. The *Great Republic* could hardly have broken her shaft in a spot more remote from any assistance, or further from any port of repair. She did not see a sail on the voyage. Yet, notwithstanding all these circumstances, the above is her record, which cannot but prove most satisfactory to her builders and owners.

POSTAL CONTRACTS.—The *Pall Mall Gazette* says:—"The new arrangement of the contract for the mail service in the East, upon which the Post-office authorities congratulated themselves lately, turns out to be anything but a judicious alteration. There has been a large increase in the rate of postage, except in the cases of officers in the army and navy, who, as Mr. Crawford truly said last night, are no more entitled to the exemption than other people; and Penang has been left without any direct mail communication. Yet the Government is to lose by the contract—the sole advantage being, we presume, the certainty of a weekly mail to Bombay. The merchants, it appears, have protected themselves by using a lighter paper, so that one firm saves £500 a-year in its postage, even on the increased rates. This new plan of starving the large lines of steamers, which have always served the public very fairly, is likely to be productive of considerable inconvenience. The Cunard line has been cut down, so that in the winter we shall probably find communication with America less certain and quick than it is in this weather, when a cockle boat might cross the Atlantic; and some one wishes to abolish the West India line. It is a popular mistake to suppose that these services of steamers are conducted with great profits and little risk. In some weeks during winter the Cunard steamers run almost solely for the conveyance of mails, and nothing but the old contract would have enabled the company to keep so many powerful vessels on the line. As it is, several of them have lately been sold. The 'P. and O.' has tremendous losses to set against its gains."

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Monetary and Commercial.

At the Bankruptcy Court, on the 4th inst., Mr. George Lyall, of the firm of Lyall, Still, and Co., received his discharge. He was opposed by Mr. Liebert, a creditor to a large amount, on three grounds—namely, of trading on fictitious capital, contracting debts without any reasonable expectation of payment, and of entering into rash and hazardous speculations. On the first charge Mr. Commissioner Holroyd held that although the firm had traded on money borrowed from banks and advanced on consignments, they had not manufactured accommodation bills; borrowed capital, he considered, was not fictitious capital. On the second charge the Commissioner exonerated him on the ground that when their affairs took an adverse turn they had a large surplus or reserve, and having been successful in business for some twenty-seven years they might reasonably expect a renewal of prosperity. On the last head, the Commissioner decided that the operations which led to the bankruptcy could not be called "rash and hazardous," inasmuch as these were of precisely the same nature as those they had successfully carried on for so many years. It could not be contended that a person who had conducted a business successfully for a long period ought to stop the moment he experienced reverses. It was difficult to say exactly when he ought to stop; perhaps Mr. Lyall had gone on longer than was prudent, but in so doing he had not offended against any statute. From these deductions by the Commissioner, it is evident that the present bankruptcy law practically allows of overtrading to almost any extent.

An attempt on the part of the manager of the Bank of South Australia to procure a postponement of the outgoing mail until Monday, owing to the late arrival of the inward mail, has met with no success. The Post-office authorities very properly decline to make any change, on the ground that such a step would disorganise the whole of the mail services to India and China, as well as Australia.

It appears that the representations of the English Post-office authorities to the French Government, regarding the delay in putting the continental mails on board the P. and O. steamers at Marseilles, have at length produced the desired effect, and that a new arrangement has come into force by which all the mails are alongside the steamer at 7.30 A.M. Relying on the continuance of this, the company has returned to the old plan of naming 7 A.M. on the passengers' tickets as the hour of embarkation.

The biddings for £200,000 in bills on Calcutta and Madras were held yesterday at the Bank of England. The amounts allotted were, to Calcutta, £150,000, and to Madras £50,000. The minimum price was fixed, as before, at 1s. 10½d. on both Presidencies. Tenders at 1s. 11⅛d. will receive about 18 per cent.; those above will be allotted in full. These results show a slight increase in the demand for means of remittance to the East.

A letter from Mr. Lange, the representative in London of the Suez Canal Company, announces that the loan of four millions sterling required to complete the works of the canal has been fully subscribed for, and that, consequently, the subscription lists, which have been open to the public for three days, are now finally closed.

The first ordinary meeting of the Indo-European Telegraph Company (Siemen's line) will be held on the 7th of August, when a report will be presented with reference to the progress of the works.

The dividend declared by the Union Bank of London at the meeting on the 15th inst. was at the rate of 15 per cent. per annum, carrying over £20,000.

A dividend of £1 10s. per cent. for the past half-year is to be recommended by the directors of the London and St. Katharine Docks Company.

The Thames and Mersey Marine Insurance Company (Limited) have declared an interim dividend of 2s. per share, or at the rate of 10 per cent. per annum for the half-year ended the 30th of June.

Owing to the receipt of higher quotations of exchange from China, Mexican dollars have been more in request, and rose ⅛d. per ounce—viz., to 4s. 11½d. The supply here is still very small. Bar silver is without change, at 5s. 0⅜d.

According to a statement just issued by Messrs. Pixley, Abell, and Langley, the imports of gold and silver during the six months ending June last amounted to £15,283,910, against £10,774,787 for the corresponding period of 1867. The six months exports reached £10,169,802, against £6,155,674.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 11th inst., was, in gold, to Galle, £10,000; to Bombay, £19,000; to Madras, £4,285; to Singapore, £2,000; to Batavia, £5,000; in silver, to Bombay, £21,000; to Singapore, £71,500; to Hong Kong, £13,960; to Yokohama, £2,210; total in gold, £40,285; in silver, £108,670.

ARTICLES OF IMPORT.

TEA AND SILK.

(See Commercial Postscript.)

COTTON.

On the 4th inst. (the date of departure of the last outward mail) the demand in the London market became more active than previously, and sales of considerable quantities were effected, at a material advance in rates. The improvement, however, was not lasting and on the 6th the market again became dull, prices receding to about a level with those given in our last report. Since that date there has been but trifling change, and quotations although exhibiting a downward tendency remain for the greater part without alteration, the current quotations on the spot being as follows:—Madras—Tinnivelly: Middling fair, 8d.; fair, 8⅛d.; good fair, 8⅜d. to 8½d.; Northern and Western, middling fair, 7⅞d.; fair, 8d.; good fair, 8⅛d. Coconada: Middling fair, 7⅞d.; fair, 8⅛d.; good fair, 8⅛d. Scinde: Middling fair, 7⅞d.; fair, 7⅞d.; good fair, 8¼d. Bengal: Middling fair, 7¼d.; fair, 7⅜d.; good fair, 8¼d. The business done for arrival has been at the following rates:—Tinnivelly, ship named to February sailing, guaranteed good fair, 8d. to 8⅜d. Western Madras, June shipment to May sailing, guaranteed fair, 7⅜d. to 7½d. Coconada, May sailing, guaranteed fair red, 7½d. Sawginned Surat, May shipment, guaranteed fair new, 8¼d. Oomrawuttee, May sailing, guaranteed fair new, 8⅜d. Broach, May sailing, guaranteed fair new, 8⅛d. Bengal, May to March shipment, guaranteed fair new, 7¼d. Scinde, May sailing, guaranteed fair new, 7¼d.

The Liverpool market has exhibited a more favourable appearance There has been an increased demand at hardening prices, and, although the market has become quieter since the 11th inst., the rates show some advance upon those given in our last. The total sales since the 9th instant amount to 36,000 bales, including 28,500 to the trade and 7,500 for speculation and export. The following are the current quotations:—On the spot: American, 10d. to 12d.; Pernam., &c., 10½d. to 11⅜d.; Santos, 11½d.; Egyptian, 12d. to 16d.; Surat, 7d. to 9¾d. There have been very few transactions "to arrive," the only sales reported being Comptah, fair new merchants', ship named, at 7¾d.; Maceio fair, ship named, at 10¾d.; Oomrawuttee, fair new merchants', April sailing, at 8¾d.; Dhollerah, fair old, April sailing, at 8½d.

COFFEE.

The quantity of Plantation Ceylon brought forward at the auctions has been very extensive, but the demand having also been large, nearly the whole has found buyers. For the ordinary qualities the rates have remained without alteration, but there having been considerable competition for the parcels of superior descriptions offered prices have exhibited some advance. The sales of Plantations have been 2,180 casks, 176 tierces, 180 barrels, and 800 bags. The following are the present quotations:—Triage, 37s. to 53s. 6d.; ordinary to fine ordinary dull, 61s. to 66s.; fine fine ordinary to low medium coloury, 67s. to 69s. 6d.; middling to good middling, 68s. to 81s. 6d.; bold, 81s. to 89s.; peaberry, 70s. 6d. to 86s. For Native Ceylon there has been a steady demand, and former prices (with few exceptions) have been maintained. The sales have comprised 156 casks, 72 tierces, 700 barrels, and the latest prices paid have been 52s. 6d. for bold, 47s. to 48s. for ordinary, and 53s. for peaberry. The sales at the auctions have also included 75 bags indirect Java at 65s. for good, and 47s. to 57s. for inferior; while 70 bags Penang, 83 bags Manila, and 27 bags Singapore were withdrawn.

COIR GOODS.—Public sales of yarn of good extent have gone off with animation at firm prices, the fine qualities £2 to £3 per ton higher. The supplies of other articles were unimportant. At the auctions 12 bales Ceylon yarn sold—very fine £67 15s., fine £58 10s., good £38; of 106 tons a good part sold—good middling to good £36 to £42 15s., middling £29 15s.; 400 bundles Ceylon Fibre sold at £24 10s., 10 bales bristle sort sold at £30, 3,246 ballots part sold £18 10s., and 197 bales Singapore were withdrawn.

CAMPHOR.—The market remains steady at £6 10s. landing weights and £6 12s. 6d. re-weights.

COCOA-NUT OIL.—A fair business has been done in Ceylon, the former quotation of £51 being steadily maintained.

CUTCH.—Rates are again lower, and of 100 bags of good quality offered, 40 bags sold at 35s. By private contract about 600 bags fine quality have realised 35s. 6d. to 36s. per cwt.

GAMBIER.—The demand has not been active, and the sales at auction have only been 700 bales realising 17s. 6d. per cwt.

GUM BENJAMIN.—Of 44 cases Siam 43 cases in block sold, firsts, small to bold almond mixed at £20 10s. to £21 10s., rather dark small almondy £9 10s. to £10, dark hard ditto £10, siftings £10. Of 52

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cases Sumatra 8 cases sold, middling to good fair seconds at £8 to £9, the remainder bought in, dark to good £7 5s. to £10 15s.

JAPAN WAX.—At auction 12 cases good saucers were bought in at £6 5s. per cwt.

MANILA HEMP.—The market has been throughout the interval extremely dull, and we have no transactions to report.

PLUMBAGO.—The offers at the sales have included 543 barrels Ceylon, of which 150 barrels sold at 46s. for bright lump, 27s. 6d. to 29s. for ordinary lump, and 15s. per cwt. for dust.

PEPPER.—Black: There have been no offers at the public sales. By private contract there has been a good business at full rates, and about 2,700 bags Penang have been sold at 3d., and 2,400 bags Singapore at 3 5-16ths per lb. White: The market has remained steady, at 5d. for Penang and Singapore.

RICE.—No alteration of importance has taken place in prices, for although the hot dry weather is favourable for the wheat crop and checks the demand for rice, yet as other descriptions of home-grown grain may suffer, holders do not press sales, and little business has been done. In auction 1,364 bags Bengal broken white were bought in at 11s. By private contract about 4,000 bags Ballam have sold at 8s. 9d. to 9s. 3d. 350 bags middling Dacca at 10s. 7½d. For arrival about 1,050 tons Dacca have been sold at 9s. 6d. to 9s. 9d. ex ship. A cargo of 970 tons Saigon, April sailing, has been sold at 10s. 3d., ex ship, less 2½ per cent. discount, for London. A cargo of 550 tons Siam, March sailing, has been sold without guarantee at 11s. 3d. for Liverpool on the quay. One of Siam at 10s. 6d. ex ship or 11s. landed here, and 1,500 tons Rangoon at 10s. 3d. ex ship.

SPICES.—Cinnamon: Nothing doing. Mace: At auction four cases very good Penang were bought in at 3s. 6d. Nutmegs have met little demand; of twelve cases Penang two cases, 102 to the lb., sold at 1s. 4d. to 1s. 5d., the remainder 87's, old import bought in at 1s. 9d.; 11 casks Java part sold 72's at 3s. 3d., 99's at 1s. 4d. per lb.

SUGAR.—There has been an improved demand both for Penang and Manila, and business has been done at a considerable advance on the former nominal quotations. At the public sales 2302 bags Penang superior quality of fresh import sold with good competion at rather above the valuation, good brown to low yellow (duty 9s. 7d.), 32s. to 32s. 6d., middling to fine yellow (duty 10s. 6d.), 34s. 3d. to 38s., superior bright, 38s. 6d. The transactions in Manila are reported as follows:—At the auctions 12,000 bags clayed at 30s. 6d. to 31s., 530 tons Muscovado at 28s. to 28s. 3d. By private contract 2000 bags unclayed at 23s. 6d., 11,700 bags clayed sold at 30s. 6d. (duty 8s.), 1000 bags Muscovado at 27s. 6d. and 10,000 bags at 28s., and for arrival in about six weeks 200 tons Muscovado at 27s. 6d. and 700 tons the cargo per Eastern Empire at 28s. 6d. landed duty paid.

TIN.—The quotations for fine Straits, which at the date of our last report stood at £91 10s., was subsequently reduced to £91, from which lowest point a gradual advance took place, ultimately amounting to 30s. per ton, and a fair business is now doing both on the spot and for early arrival at £92 10s. per ton. The sales amount to about 300 tons.

MANCHESTER MARKETS.

Mr. Sam Mendel reports as follows:—"The demand for Yarns and Goods remains within very limited compass, with somewhat increased pressure to make sales. Prices show further weakness."

QUOTATIONS.

	s. d.		s. d.
Grey Shirtings, 7 lbs.	8 6	to	9 3
,, ,, 8½ lbs....	—	to	10 9
Maddapollams	—	to	3 10½
Long Cloths	—	to	10 3
T-Cloths	—	to	6 6
White Spot Shirtings	—	to	11 6
,, Brocade	—	to	11 9
,, Damasks	—	to	19 6
Cotton Yarn, Nos. 16-24	1 2½	to	1 4
,, Nos. 28-32	1 3½	to	1 5½

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices July 15.
£10	Agra Bank, A shares	All	11 to 12
10	Do. B do.	—	9 to 9¼
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., and China	All	19 to 20
25	Chartered Merc. of India and China ...	All	28 to 29
20	City Bank	10	11 to 12
28½	Hong Kong and Shanghai Bank, new...	5£	¼ to ⅝ pm.
50	London and County	20	50 to 52
50	London Joint Stock	15	32 to 33
100	London and Westminster	20	69 to 70
25	Oriental Bank Corporation	All	43 to 44
50	Union of London	15	33½ to 34½
	MISCELLANEOUS.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	Do. Do. 1872 ...	100	104 to 106
—	Do. Do. 1882-3 ...	100	111 to 114
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	2½ to 1½ dis.
10	Credit Foncier and Mobilier of England	All	2⅞ to 3
20	Egyptian Com. and Trading Company	6	5 to 4½ dis.
10	General Credit and Discount Company	7½	2½ to 2 dis.
10	Hong Kong and China Gas	All	
20	International Finance Society	5	1¾ to 1½ dis. x.d.
50	P. and O. Steam Company	All	55 to 56
50	Do. Do. 1567	10	⅛ to ⅜ pm.
10	Upper Assam Tea	All	3½ to 4½
100	West India Steam Company	60	67 to 69

Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Jne.29	Willem Kroonprins der Nederlanden	Zettler	Java, for Holland	Off the Lizard
July 4	Mary Ann Johnston	Leder	Manila	Liverpool
— 4	Dorigo	—	Do.	Do.
— 5	Argo	Rosenberg	Batavia	Falmouth
Jun.20	Alexandria	Sangster	Yokohama	New York
— 20	Fidello	Schuldt	Canton	Do.
July 4	Nieuwland	—	Batavia, for Rottrdm.	Off Dungeness
— 3	Kron Prins Willem	—	Do. do.	Off St. Alban's
— 8	Union	Grant	Singap., for Rottrdm	Off Scilly
Jne.24	Julia Ann	Baker	Nagasaki	New York
— 24	Supply	—	China	Boston
July 8	Goldfinder	Higgins	Rangoon	Liverpool
— 8	Dodo	Stolt	Penang	London
— 7	Antiope	Withers	Rangoon	Liverpool
— 5	Neptunus	Lodewyks	Batavia	Brouwershaven
— 6	Nieuwland	—	Banjoewangie	Do.
— 5	Nereus	Planten	Batavia	Do.
— 5	Oxus	Reid	Akyab	Do.
— 6	Aline	—	Rangoon	Off the Eddystne.
— 8	Johanna Willem	v. Veen	Banjoewangie	Texel
— 10	Tornado	Underwood	Rangoon	Liverpool
— 9	Samarang	Groot	Banjoewangie	Brouwershaven
— 12	Helen	Evan	Bankok	Falmouth
— 13	Albert Wilhelm	Hilberg	Rangoon, for Hambg.	Off do.
— 8	Johanna Antonie	Withop	Batavia, for Rottrdm.	Off Scilly

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
July 2	Helen's Bank	Harris	Cardiff and Penang	London
—	Java Packet	Hellingman	Java	Amsterdam
—	Bestenaer	Rosein	Do.	Do.
Jne.29	Joseph Haydn	Hinterman	Singapore	Liverpool
July 3	Roslin Castle	Alexander	Hong Kong	London
— 1	Tjilingsie	Ouwehand	Batavia	Liverpool
— 3	Herald of Light	Bancock	Amoy	Cardiff
— 3	Chenne Havana (?)	Roberts	Hong Kong	Do.
— 4	Malvina Vidal	Kessel	Do.	Liverpool
— 2	Cleta	—	Shanghai	Do.
—	Jedo	Smit	Ba avia	Rotterdam
—	Anita	—	Shanghai	Hamburg
— 6	Catharina	Dresher	Hong Kong	Newport
— 4	Ærolite	Vandel	Sourabaya	Cardiff
Jne.27	Claverhouse	Strachan	Singapore	Penarth
— 30	Zeebloem	Gollard	Java	Do.
July 7	Odense	—	Hong Kong	Liverpool
—	India Packet	Diepering	Batavia	Texel
— 8	Star of the East	Smith	Yoko. and Nagasaki	London
—	J. H. Schwensen	Voight	Shanghai	Rotterdam
— 9	Bogota	Jones	Penang	Glasgow
— 10	Peterborough	Orchard	Shanghai	London
— 10	Mary Ann Wilson	Ritson	Do.	Do.
— 9	Cutwater	Creelan	Hong Kong	Cardiff
— 9	Nyverheid	Schasp	Batavia	Penarth Dock
—	Twee Gezusters	—	Samarang	Rotterdam
—	Engel	Appel	Japan	Amsterdam

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Solent. For Yokohama and Nagasaki: Chrysolite. For Amoy and Foochow: Chanticleer. For Shanghai: Merse, Sarah Nicholson, Sophie. For Hong Kong: Dunkeld, Cissy, Mikado, Sir Henry Havelock. For Batavia and Sourabaya: Gefle. For Singapore, Hong Kong, and Shanghai: United Service. For Singapore: Florence Nightingale, Petchelee, Bristow. For Penang: Alice. For Colombo: Palmerston, Hesperia, Miranda, Star Queen.

At LIVERPOOL.—For Yokohama: Mattie Banks. For Yokohama and Osaka: Portinscale. For Shanghai: Northfleet. For Hong Kong: Lota. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.). For Singapore: Peter. For Manila: Flora. For Hong Kong: Aurora. For Batavia and Sourabaya: Cap Horn. For Colombo: Sunnyside.

At GLASGOW.—For Manila and Yloilo: Eliza. For Singapore: Malacca. For Batavia and Sourabaya: County of Elgin. For Penang: James Paton. For Colombo: Oriental.

SPOKEN.

MASCANOMA (Ger. bq.), Ham. to Hong Kong, Feb. 1, off C. of G. Hope.
ELEANOR WOOD, Cardiff to Chefoo, Feb. 4, 41 S., 29 E.
NOACH, Rotterdam to Batavia, April 22, 24 S., 27 E.
LOUISE, Amsterdam to Batavia, May 12, 1 N., 24 W.
ALICE (Dan.), Hamburg to Hong Kong, 20 days out, May 8, 38 N., 16 W.
VIANDRA, London (?) to Hong Kong, April 14, 7 S., 105 E.
SAGA (Meck. bq.), Plymouth to Java, April 18, 7 S., 105 E.
MARGARET (Ham. bq.), Shields to Shanghai, April 28, 4 S., 107 E.
SILVER EAGLE, London to Shanghai, April 28, 4 S., 107 E.
LORD MACAULAY, Cardiff to Shanghai, March 12.
WESTMINSTER, Liverpool to Hong Kong, March 20.
FABIUS, Havre to Foochow, March 22.
WESTERN KING, Shanghai to London, April 9, 126 S., 107 E.
SREE SINGAPURA, London to Singapore, July 4, 50 miles south of Scilly.
AJAX (st.), Liver., to Maur., Sing., China, &c., steering south, June 30, 36 N., 14 W.
PRUDHOE, London to Shanghai, May 1, 22 S., 27 W.
AREQUIPA, Hamburg to Hong Kong, May 17, 9 S., 34 W.
GUURTJE AND MARIA (and not the Guurtje as before reported), Newcastle to Batavia, May 21, 7 N., 23 W.
HANS, Singapore to Falmouth, May 9, 26 E.
MARIA AND ELIZABETH, Batavia to Rotterdam, May 21, 29 S., 10 E.
ALEXANDRA, Colombo to London, May 29, off St. Helena.
BATAVIA, Batavia to Rotterdam, May 23, 23 S., 3 W.
NAWORTH CASTLE, Sunderland to Galle, May 11.

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SYMERS (Dutch ship), Java to Rotterdam.
HORATIO, New York to Shanghai, April 6, 4 S., 112 E.
WINDWARD, Cardiff to Singapore, May 20, 6 S., 29 W.
CHIEFTAN, Leith to Singapore, May 13, 3 N., 23 W.
CARL WILHELM (Dt. barq), London to Singapore, May 27, 5 N., 22 W.
ARDANZA (barq.), Liverpool to Manila, June 30, 49 N., 10 W.
No. 0312, 1st d. p. (Dt. barq), Batavia to Rtdm., June 27, 46 N., 25 W.
SOOLOO, Boston to Hong Kong, May 4, 20 S., 29 W.
MEDINA, London to Shanghai, May 1, 22 S., 25 W.
ADMIRAL BAUDIN, Plymouth to Hong Kong, May 1, 18 S., 32 W.
SCHIEDAM, Batavia to Rotterdam, May 23, 12 S., 10 W.
JACOBA, Batavia to Rotterdam, June 6, 12 N., 28 W.
ASIE MINEURE, Bordeaux to Batavia, July 5.
HEBE (brig.), of London, from Batavia, June 24, 40 N., 42 W.
GEORGES, London to China, April 25, 2 N., 23 W.
GRECIAN QUEEN, Shields to Galle, April 26, 3 N., 23 W.
SUSCEPCIA, Cardiff to Galle, May 1, 5 N., 23 W.
LAURENS COSTER (Dt. sh.), Liverpool to Sourabaya, July 2, 48 N., 10 W.
AUGUSTA MAY (barq.), Ceylon to London, May 10, 26 S., 51 E.
PILGRIM (Hamb. sh.), Cochin China to Falmouth, May 12, 30 S., 43 E.
BESTENAER, Amsterdam to Batavia, July 4, 46 N., 9 W.
KOSMOPOLITE, for Batavia, June 5, 46 N.
ELLEN (barq.), Samarang to Amsterdam, June 30, 48 N., 22 W.
PIPES (?) (Dut. sh.), Batavia to Rotterdam, June 19, 37 N., 42 W.
VIER GEZUSTERS, Rotterdam to Sourabaya, June 2, 2 S., 27 W.
HENRIETTA GERARDINA (Dt.bq.), Cdff. to S'pore., June 1, on line, 27 W.
MELISSA, Siam to Falmouth, June 28, 42 N., 27 W.

FREIGHTS AND CHARTERS.

In outward freights no change has taken place, nor can we report any appearance of animation in export business; coal rates remain unaltered.

Current rates of freight for vessels on the berth:—To Yokohama: 45s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 42s. 6d. weight, 40s. meast. To Chefoo: 60s. weight or meast. To Foochow: 50s. weight or meast. To Hong Kong: 42s. 6d. weight, 30s. meast. To Amoy: 50s. weight or meast. To Singapore: 35s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. — For Yokohama: £48. For Shanghai: £49. For Hong Kong: £40 to £42. For Singapore: £29. For Batavia: £29. For Galle: £28. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 4s. For Shanghai: £2 8s. For Hong Kong: £1 18s. For Manila, £1 17s. 6d. For Singapore: £1 7s. For Galle: £1 7s.

The Admiralty have invited tenders for the conveyance of the following Government stores:—10 tons (light) fire-engine, in two parts, dimensions respectively 199ft. 10ins., 192ft. 2ins., to be shipped from the Thames for Hong Kong; also for supplying and delivering into store at Singapore of 2,500 tons of smokeless South Wales coals, fit for the service of Her Majesty's steamships and vessels, and the conveyance of 17 tons (heavy) shot and shell (11 tons) and rockets combustibles (6 tons), 2 tons (light) machine rockets, 3 tons naval iron cables, for Trincomalee or Colombo *en route*, at Woolwich; 5 tons naval masts, 37 to 48ft. by 2 to 4ins., 8 tons (hy.) and 15 tons (lt.) naval common, 20 tons naval cordage, 10 tons naval sails, 3 tons naval bricks, 1 ton naval medical stores, including 19 cases of carbonic acid (about 20 feet), to go on deck at ship's risk, for Trincomalee or Colombo *en route*, at Deptford; 2 tons (lt.) long sweeping heads, for Trincomalee or Colombo *en route*, at the Tower; 1 ton (lt.) canvas and stationery, for Colombo, at the Tower; to be shipped from the Thames, for Ceylon.

CASUALTIES.

The Lamartine, Moyon, from Marseilles, for Saigon, put into Bahia, June 10, with slight damage to yards and bowsprit.

The Nereide (Aust. brig), Celligoi, from Cardiff, to Shanghai, put back to St. Vincent from lat. 5 N., for Consul's advice, having lost her masts overboard, but the Consul being absent, she proceeded on the 4th, intending to put into Rio de Janeiro.

The Lord Raglan, Edwards, from Cardiff, to Shanghai, put into Simon's Bay, May 25, leaky, and commenced discharging part of her cargo.

MISCELLANEOUS.

At ASCENSION.—June 3, Mappel, from Batavia, sailed for Amsterdam.

Off ASCENSION.—June 3, 4th d.p., 628, from Penang, for London; 4, Africana (ship), from Penang; Bonnie Lassie, from Bangkok, for Falmouth; 5, Monkchester, from Macao, for London; 7, Nestor, from Batavia, for Rotterdam.

At ST. HELENA.—May 30, H. Vincentius v. Paulo, Nagel, from Padang, and sailed June 1 for New York; Wye, Houston, from Manila, and sailed for London; Mogul, Watson, from Singapore, and sailed for London; Vrede, v. Renen, Jessianna, Whitehill, both from Sourabaya, and sailed for Amsterdam; Christina Maria, de Veen, from Banjoewangie, and sailed June 2 for Amsterdam; 31, Oceanica, Wright, from Manila, and sailed June 1 for Liverpool; Holland, Gronbeck, from Sourabaya, and sailed June 2 for Amsterdam; Cornelia Hendrika, v. Isendoorn, from Banjoewangie, and sailed June 2 for Rotterdam; Maria Adolfina, Bakker, from Batavia, and sailed June 2 for Amsterdam; June 2, Bilbaina, from Manila, and sailed 3 for Cadiz; 4, Imperator Alexander, Wahbroos, from Java, and sailed 5 for Amsterdam; 7, Cornelis Wernhard Edouard, Swart, from Batavia, and sailed 8 for Rotterdam; 8, Jeddo, Gray, from Ceylon, and sailed for London; 11, Castleton, Clure, from Yloilo, and sailed 12 for the United Kingdom.

At TABLE BAY.—June 2, Guantanama, Hysaint, from Macao.

Off CAPE POINT.—May 24, Cairo, from Cardiff, for Shanghai.

THE NEW SEASON'S TEA CLIPPERS.

Telegrams from China report the departure from Foochow of the clippers Sir Launcelot and Lah-loo on the 28th May, and the Taeping on the 30th. The vessels to follow comprise the Ariel, steamer Achilles, Serica, Spendthrift, Yangtsze, Chinaman, Black Prince, and Fiery Cross.

LAUNCH OF A GUNBOAT FOR JAPAN.—On the 4th instant Messrs. Hall, of Aberdeen, launched a fine vessel of 350 tons from their lower dockyard, which they have built to the order of Messrs. Glover Brothers, of that city, and intended for a gunboat for the Japanese Government. She will be fitted up with a pair of horizontal condensing engines of 60-horse power, which are now being completed by Messrs. Hall, Russell, & Co., Aberdeen Iron Works. The hull and equipments are of the highest class. She is barque-rigged, and will carry two 110-pounder and two 60-pounder guns on deck. The vessel, on being namde "Ho-so-Meru," by Miss Mitchell, took to its future element in grand style, and is expected to leave this direct for Japan in three weeks hence. We understand Messrs. Hall have just commenced to build a corvette of large dimensions for the same destination.

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(DIRECTORS OF THE COMPANY, 1866-8.)

AT a GENERAL MEETING, held on TUESDAY, the 12th day of MAY, 1868, the following resolutions were passed, relative to the continuance of the Company for a further period of three years from the 1st January, 1869; and notice is hereby given that applications for shares in the annexed form will be received at the offices of the Company until 31st October, 1868.

Applications for shares from persons not resident in Shanghai must be accompanied by a power of attorney to their agents to sign the deed of settlement on their behalf, and generally to represent them in all matters connected with the Company.

In accordance with the resolution passed at the meeting of 18th November, 1867, a separate office of the Company will be opened in London on 1st January, 1869.

By orders of the Court of Directors,
JOHN S. MACKINTOSH, Secretary.
Shanghai, 15th May, 1868.

FORM OF APPLICATION FOR SHARES.

No.

To the Provisional Committee of the North-China Insurance Company.

GENTLEMEN,

hereby request that you will allot to shares in the above Company, and agree to accept such shares, or any less number you may allot to ; and agree to pay the first call of Tls. 200 per share, and all subsequent calls, and to subscribe the deed of settlement whenever required to do so.—Gentlemen, your obedient servant,

.....

RESOLUTIONS REFERRED TO ABOVE.

Res. I. That a company to be called the "North-China Insurance Company" shall be formed for a further period of three years, from 1st January, 1869, to 31st December, 1871.

Res. II. That the Directors for the time being of the present Company be appointed to act as a Provisional Committee to organise the new Company.

Res. III. That this meeting recommends that the Provisional Committee should adopt as the basis of the new Company that the capital should be Tls. 1,500,000 in 1,500 shares of Tls. 1,000 each; paid up capital, Tls. 300,000, or Tls. 200 per share, and that the Committee be authorised to issue a prospectus inviting applications for shares and to proceed with the allotment.

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From Havre, July 16.
From Brest, July 18.

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GELLATLY, HANKEY, SEWELL and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Dock.	Dates.
Bombay.....	Eln. Browse	A1 9 yr.	E.I.D.	July 16.
Do.	Glen Tilt ...	A1 7 yr.	E.I.D.	Aug. 1.
Do.	Brit. Consul	AA1	E.I.D.	With des.
Kurrachee...	Cospatrick...	A1 13 yr.	E.I.D.	July 25.
Calcutta	British Flag	AA1	E.I.D.	July 23.
Do.	King Arthur	AA1	E.I.D.	Aug. 3.
Shanghai ...	Merse	A1 13 yr.	E.I.D.	July 18.

For Freight or Passage apply at 8, York-street, Manchester; or No. 27, Leadenhall-street, London, E.C.

KURRACHEE DIRECT (under engagement to H.M. Government for the conveyance of troops), the fast-sailing ship COSPATRICK, A1 13 years, 1,200 tons register; ALEXANDER ELMSLIE, Commander; loading in the East India Docks. This ship has commodious accommodation, and will carry a surgeon, and is strongly recommended to shippers of fine goods.

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SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Carnarvonsh	A1 14 yr.	W.I.D.	July 31.
Hong Kong..	Dunkeld.....	A1 11 yr.	W.I.D.	With des.
Kana. & Nagasaki.....	Chrysolite ...	A1 14 yr.	W.I.D.	With des.
Singapore ...	Petchelee ...	Brcklbnk	W.I.D.	With des.
Sing., H. K., & Shang.	U.S.Serv.(s.s.)	A1 17 yr.	E.I.D.	Aug. 12.
Amoy & Foochow-Foo..	Chanticleer..	A1 10 yr.	W.I.D.	With des.

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CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	SarahNicholson	A1 14 yr.	E.I.D.	July 25.
Do.	Kate Carnie.	A1 13 yr.	E.I.D.	To follow
Hong Kong..	Sir Henry Havelock..	A1 13 yr.	E.I.D.	With des.
Yoko. (Kanagawa)...	Solent.....	A1 13 yr.	W.I.D.	With des.

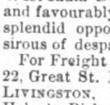
For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo ..	Palmerston	A1 15 yr.	978	W.I.D.	July 15
Do.	Miranda ...	A1 10 yr.	456	W.I.D.	Withdes
Do.	Ocn. Buty.	A1 16 yr.		W.I.D.	Do.
Bombay ...	Isabella Hercus	A1 13 yr.	569	E.I.D.	Do.

No. 22, Great St. Helen's, E.C.

A regular trader. With immediate despatch. To follow the "Southern Cross," having the greater part of her cargo engaged.



DIRECT FOR COLOMBO, the splendid, high-classed British-built ship PAMERSTON, A1 15 years, 894 tons register; J. N. SEAGROVE, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents a splendid opportunity to shippers and passengers desirous of despatch.

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With immediate despatch.
To follow the "Palmerston." Having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid high-classed British-built ship MIRANDA, A1 10 years, 456 tons register, J. GOOD, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

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With very quick despatch. Having the greater portion of her cargo engaged.

DIRECT for BOMBAY, the fine fast-sailing clipper ship ISABELLA HERCUS, A1 13 years, 569 tons register, THOS. BREMNER, Commander; loading in the East India Docks. This magnificent vessel, well known in the Indian trade, is strongly recommended to shippers.

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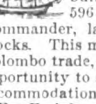
With immediate despatch. To follow the "Miranda," having the greater part of her cargo engaged.



DIRECT for COLOMBO, the splendid new high-classed clipper-built Ship OCEAN BEAUTY, A1 16 years, 596 tons register, ROBERT WATSON, Commander, late of the "Royal Bride;" West India Docks. This magnificent vessel, built expressly for the Colombo trade, and newly coppered, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

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For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Thursday, July 16, 1868.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 287.] LONDON, MONDAY, JULY 27, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	May 24
Yedo	—	—	May 28
Yokohama	Mar. 27	May 19	May 31
Nagasaki	—	—	May 20
Hakodadi			
CHINA — Peking	—	—	May 21
Tien-tsin	—	—	May 24
Chefoo	—	—	June 1
New-chwang	—	—	May 31
Hankow	—	—	June 2
Kiu-kiang	—	—	June 2
Chin-kiang			
Shanghai	Apr. 18	June 2	June 6
Ningpo	—	—	June 8
Foochow	—	—	June
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Apr. 24	June 8	June 12
Canton	—	—	June 11
Macao			
PHILIPPINES— Manilla	—	—	June 6
COCHIN-CHINA— Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	June 14
MALACCA STRAITS— Singapore	May 18	June 17	June 21
Penang	May 8	June 12	June 14

THE MAILS, &c.

The present homeward Mail did not reach Singapore until some twenty-four hours after the time fixed for its departure from that port, owing to the defective condition of the *Behar's* boilers. Notwithstanding this delay it is delivered on its due date.

The next P. & O. Mail, with Hong Kong dates to June 26, will be due on the 10th proximo. The Telegrams in advance of the succeeding one, leaving Hong Kong July 10, are hourly expected.

We regret to observe, by a notification issued in Hong Kong on the 2nd of June, that after that date the Mail steamers would discontinue calling at Nagasaki. Of course such a step as this cannot have been taken without the consent of the Postmaster-General, and it is very strange that such consent should have been given without the fact being made known here.

The Straits Settlements Association has received a further communication from the Colonial-office, stating that arrangements are in progress for the resumption of a postal service to Penang.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Pera, arrived July 25.—From Yokohama: Mr. R. Johnstone. From Shanghai: Mr. E. D. Jones. From Galle: Hon. R. J. Callander.

To Southampton, per P. and O. steamer Ceylon, expected to arrive Aug. 1.—From Hong Kong: Mr. G. Trouter, Mr. E. F. Beart, and three second-class passengers. From Galle: H.E. Sir H. and Lady Robinson, four daughters, child, and two servants, Mr. Stuart, Private Secretary, Mr. Cameron, Rev. H. Moule.

To Suez—From Shanghai: Mr. H. Mitchell. From Singapore: Mr. and Mrs. Faghtler. From Galle: Mr. Grant.

By last Bombay mail to Marseilles, per P. and O. steamer Poonah, arrived July 17. —From Hong Kong: Mr. Allen. From Ceylon: Mr. and Mrs. R. Morris, Mr. and Mrs. R. W. Morris.

To Southampton, per P. and O. steamer Ripon, arrived July 24.—From Nagasaki: Mr. Tetlow. From Hong Kong: Mr. and Mrs. Smith, four children, and servant, Ensign Kelly, Mrs. Robinson, Captain and Mrs. Panchard, Mr. and Mrs. Thomas and child. From Singapore: Mrs. and Miss Scott, six children, and two servants. From Ceylon: Captain McClure.

PASSENGERS OUTWARD.

Per P. and O. steamer Bangalore, from Southampton, July 25.—To Hong Kong: Capt. H. J Raby, V.C., Mr. W. J. Wratten.

Per P. and O. steamer Pera, from Marseilles, August 2.—To Shanghai: Mr. A. Von Kilch.

Per P. and O. steamer Syria, from Southampton, August 8.—To Hong Kong: Captain and Mrs. Sim. To Ceylon: Mr. J. A. Swetenham, Mr. and Mrs. Still.

Per P. and O steamer Ceylon, from Southampton, August 22.—To Singapore: Mr. J. D. Vaughan.

Per P. and O. steamer Bangalore from Marseilles, August 30.—To Ceylon: Miss Bertram.

Per P. and O. steamer from Southampton, Sept. 5.—To Singapore: Mr. C. Ross, Miss Isabella Petrie.

Per P. and O. steamer from Southampton, Sept. 19.—To Hong Kong: Mr. and Mrs. F. M. Brown, Mrs. Emily Price. To Singapore: Dr. J. D. Treacher. To Ceylon: Rev. W. Clark, Master Henry Baker, Miss Baker, Miss Marshall, Miss Townsend.

Summary of News from the Far East.

JAPAN.

OSAKA AND HIOGO.

From Osaka and Hiogo our latest date is the 24th May, when everything was reported perfectly quiet and trade still dull, but with a little doing in both imports and exports. A correspondent at Kobe writes :—

"The new settlement (that is the sand patch) has for the past week or so undergone great improvement, and up to the hour of writing dozens of coolies are busy making drains here and there to allow the water with which the sand is so thoroughly soaked to run off. Should these improvements go on as well as they are begun, in a short time the land will be in a fit state to be offered for sale, and merchants who are fast migrating to this place will find a spot whereon they will, with some degree of satisfaction, be able to squat.

"The Mikado is still in Osaka, and during the past week we were honoured by the presence of two of his princes, who we believe had some important object in view in thus calling on us. There is no news from Osaka, with the exception of a dreadful accident which occurred at the ruins of the ill-fated castle of 'Stotsbashi. On the 8th instant, a party of coolies were at work clearing away the debris, when one of them, striking a stone with an iron implement, caused some sparks to fly, and these igniting some gunpowder, produced an explosion which sent the stones flying in all directions, killing four of the men and seriously injuring two others."

The British fleet remains still at Hiogo and Osaka.

YOKOHAMA.

Advices from this port by the present mail are to the 31st May, still a few days in arrear of the news brought by the Pacific line, of which a summary was given in our last issue. The outward mail of March 27 was delivered on the 19th May (one day late), and the following one of April 10 was daily expected.

The *Japan Herald* thus briefly sums up the political situation :—"Several skirmishes have taken place between the Northern and Southern troops, in the neighbourhood of Yedo; we are informed that no less than five or six occurred within two days in the early part of the week, all of which resulted in the defeat of the Imperial or Southern forces. Satsuma became sorely pressed for rice, and but for timely assistance of a friendly Daimio would have been put to his wit's end to appease the hunger and impatience of his retainers. Altogether, Imperial and Southern Confederacy measures appear very gloomy and doubtful. We have heard of an ultimatum having been despatched to the Mikado, signed by the Princes of Kanga, Aidzu, Sendai, Nambu, and other Northern rulers to the effect, that they will not yield allegiance to any new form of government which may be established; in fact, they will not permit Yedo to be held by the troops of the Southern Daimios. The Mikado himself is in a very trying position; he is in the hands of the Satsuma and Chosiu faction, and in order to enable them to carry out their designs must appear not only as Emperor but also as military ruler—in other words, Commander-in-Chief. The church, however, views this combination of dignities in the person of their Spiritual Emperor as sacrilegious, and the Kioto priesthood are preparing for a struggle on behalf of the religion of the gods. The thunders of the Church will probably prove more potent than the Councils of the Confederate Daimios, and the warlike attitude of the North."

The *Japan Times* says, "Sir Harry Parkes, who was on his way to Osaka when we last wrote, to present himself to his Imperial Majesty the Mikado as the accredited envoy of Great Britain, returned on the 28th inst., having accomplished his purpose. The captains of the squadron were presented to the Mikado at the same time, and his Majesty's sacred seclusion is now a thing of the past. It is pretty well ascertained also that the Mikado, as we anticipated some time back, will make Osaka his residence

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and the seat of government, and the Mint, Arsenal and other public works will be removed thither.

"Peace is not yet restored to the country, nor—the system of Japanese warfare being taken into consideration—is there any present prospect of so happy a result. A strong confederation of the Northern Daimios is formed, and, though it appears doubtful that they will make any attack, their defensive position is nearly impregnable, and their submission to the new Government, as at present constituted, appears very remote, if not altogether out of the question. The Tokugawa clan, of which Yoshi-Hisa, the ex-Shiogoon, is recognised as the head, though temporarily degraded by the Mikado's order, is too strong, in itself and its alliances, for the southern princes to attack with hope of success. The time is not far distant, we are assured, when the accommodation we have predicted will arrive—the recall of Yoshi-Hisa to the councils of the Mikado—not as Shiogoon, an office which is certainly abolished, but as head of an important department; the restoration to its honours and to most of its territory, of the Tokugawa family and a general amnesty to Aidzu and his friends of the North. Everything points in this direction. The Northern party would not have abandoned the Hakone pass, the Tokaido, Yedo, nor given up their ships without a fight, had they intended to make any attempt against the Southern Confederacy, or to offer to the will of the Mikado ought but passive resistance. The worst feature in the present situation is the guerilla warfare which is now carried on by bands of masterless men, conveniently disowned by their hereditary chiefs, but who are really the picked men of their clans. These keep the whole country immediately north of Yedo in a disturbed state, and make that capital by no means a pleasant residence for the Mikado's representative, and quite untenable by traders, who have accordingly deserted the place *en masse*, much to the detriment of our commerce."

Sir Edmund Hornby has confirmed the decision of the Consular Court in the case of *Reg.* v. *Short*.

Under the heading of "Osaka for Merchants as well as for Ministers" the *Japan Times* has an ably written article urging the necessity of making this metropolis the principal seat of trade as well as of diplomacy in Japan. The writer strongly advocates the views expressed in our own columns in March last, as to the miserable unfitness of Kobe and Hiogo for business settlements, and the desirableness of procuring the opening of Osaka itself as a place of residence for foreign merchants.

CHINA.

—o—

HANKOW.

We have received the following from a correspondent at this port, dated 2nd June:—

"The great event has been the opening of the Tea Market on the 28th ultimo, or rather on the night of the 27th, for so eager were buyers in a few instances that settlements were made between midnight and two and three o'clock in the morning—a most unusual proceeding, and one which has excited considerable surprise. You may imagine the discontent and excitement of the following day amongst those who had delayed their settlements till the usual business hours, and until they had time to examine the musters, which were only placed on the market the previous evening. About ninety chops have been settled up to the present time, including contract teas. The prices are deemed excessive, and in most cases above London rates by last advices. There will be the usual howl, I dare say, when the intelligence reaches home, at the madness of the Hankow buyers. But in this instance, as far as I can learn, it is the London people alone who are to blame, for they sent out limits which have not been exceeded by the purchases which have been made. No doubt people here, had they held off a little, would have got their teas much cheaper, as the Chinamen themselves are surprised at the prices they have obtained; but such is the competition amongst foreigners, that it seems impossible they can wait when they have orders they can execute. Three ships, the *Eliza Shaw*, the *Gossamer*, and the *Challenger* (which latter arrived this morning), and one steamer, the *Agamemnon*, are waiting to load with the new teas.

"The only other event worth noticing is the issue yesterday of a notification from the Consul, intimating that numbers of disbanded braves (Imperial soldiers) are passing up the river, with the view, it is feared, of entering some of the tea districts, and plundering the tea farms; but that measures were being taken to intercept them, and prevent mischief. Luckily, they will not find much copper, cash, or sycee to plunder now, if they go there, as the first crop teas is pretty well forward. Some of the disbanded braves, it is said, fired upon the troops on the wall here, as they passed up in their boats, the night before last, but they do not appear to have done much harm."

SHANGHAI.

The outward mail of 18th April (French) arrived on the 2nd June with telegrams to the 2nd May. Dates by the inward mail are to June 6:—

According to the following extract of a letter from Tientsin it appears that the rebels have left that part:—

Tsen-kwo-fan is expected here hourly. Indeed, as we noticed a large body of native troops marching through the settlement yesterday—possibly his body-guard—he may have already arrived though we have been unable to ascertain the fact. He will stay at the Kiangnan arsenal, where there is large accommodation for him and his suite. The alleged motive of his visit is to inspect the works there at leisure.

The rebels have actually left this part of the country and gone to Shantung. The people never speak of them now, and the peasantry are very busy in their fields hoeing their crops. The weather is seasonable, and I think we shall gather this year very good crops of grain. Business still keeps unsatisfactory, and till the soldiers on the route to Shanse at present go south after the rebels we shall not see an active trade in imports.

Mr. Barnard, the barrister, has instituted a criminal prosecution for libel against the *Friend of China* and *Evening Express*, and the proprietors have both been committed.

The following letter from a traveller between Peking and Chefoo gives an interesting account of the progress of the coal mines:—

"I bid good bye to Peking and my kind friends at the British and American Legations on the morning of the 13th inst., and after a sharp ride of three hours reached Tungchow and found my boat in readiness for my downward trip. Before I set out, however, I wish to give you a few lines about the coal mines, which lie about 70 miles to the north and west of Tungchow. The main facts were kindly furnished me by Mr. Henderson, who had just returned with Mr. Edkins from a prospecting tour in that neighbourhood, and who was then on his way home to Tientsin.

"These mines are situated at Chai-tang, 65 miles almost due west from Peking. The route thither is *via* Yang-fang, Hia-ma-ling and Ching-pai-keu, the respective distances being to Yang-fang, 23 miles; to Hia-ma-ling, 46 miles; to Ching-pai-keu, 53 miles; and to Chai-tang, 65 miles. The road lies through an open plain as far as Yang-fang, and thence through narrow valleys to the Fotea Pass, whence valleys of varying width and extent continue to Hia-ma-ling. Through the Fotea Pass Mr. Henderson is of opinion a tunnel will be necessary, in order to make the road practicable. At Hia-ma, another pass, 15 *li* in length, is reached. This, however, is not steep, and in the opinion of competent judges is practicable for a waggon road. Leaving this mountain pass (Ling), the road leads along the face of the rock, across the Huenho or Muddy River, to Ching-pai-keu, which is distant from the mines about 30 *li*. A level valley intervenes, which winds about considerably, but presents no real difficulties to the construction of a good road. Lime boulders are here found in great abundance. These the Chinese burn on the spot, and use largely for concrete.

"Thus much about the route. A route varying but slightly from this has long been used by the Chinese working the mines, the product obtained in the ordinary crude and imperfect method finding its way to the capital and other points south and east of it by camels and mules. From one hundred and fifty to four hundred pounds being the average load when the roads are good, or rather when they are at their best, for they can never be said to be good. Some idea of the difficulties and delay attending this mode of transportation may be inferred from the cost of coal delivered at Peking, which has ranged during the past year at from 14 dols. to 17 dols. per ton.

"Mr. Henderson's efforts towards the further development and working of these mines has been so far successful that four of the leading mining firms have addressed him on the subject. This communication, together with specifications and estimates for a substantial waggon-road, has been submitted to the British Minister, and will be pressed upon the attention of the Chinese Government at the earliest possible moment. It is a subject for congratulation to know that the project meets the hearty approval of a majority of the foreign Ministers, and as the necessary initiatory steps have been judiciously taken by the Chinese themselves, it is not improbable that the Peking authorities will take prompt and favourable action in the matter.

"As neither the Huen-ho nor Peiho can be made available for permanent navigation by loaded barges, it is proposed to obtain permission to build a road from the mines at Chaiting direct through to Tientsin. Thence to Taku the river can be used as at present.

"Mr. Henderson is sanguine of being able to deliver coal, not inferior to that now imported at Taku, for 11 dols. per ton, and has already contracted with the S. S. N. Company at that figure. With a railroad in operation between the two points, that price could be still further reduced; but that is looking further ahead than the consideration of the subject, important as it is, at present warrants. It will be a good move ahead to have a good waggon road built, and it is not too soon to agitate the question of organising a company to carry out that object. The entire distance between Taku and Chaitang by the route already surveyed will be slightly in excess of 200 miles, upwards of sixty of which may be by river.

"Leaving Tungchow at 3 P.M. of the 13th, with a lively current and an occasional favouring catspaw of wind, we dropped rapidly down the river to Tientsin, which we reached before daybreak of the 15th, not, however, without meeting with an occasional ugly reminder of the presence of rebels on the banks, in the shape of a headless corpse, floating along, or whirling its bloated ghastly form in one of the eddies inshore."

The *North China Daily News* mentions that the chief of the

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French exploring expedition from Cambodia was expected in Hankow daily, accompanied only by the doctor, the other members having remained behind in Yunnan. We regret very much since this to hear that news has been received of his death. We have not heard any particulars, but the information comes from a reliable source.

The following items are from the *North China Herald*:—

Li, the Governor of Chekeang, and holding also a temporary commission to exterminate pirates, will take up his residence in Shanghai for some months, in order to take vigorous measures (or what he imagines to be such) against the pirates who have been playing havoc with the grain junks.

We are glad to learn that Mr. Mowatt, who has for some time been acting as law secretary and magistrate, is confirmed in the appointment. This, of course, involves his quitting the Consular Service; but we imagine he will not have reason to regret the exchange.

We are requested to state that the statue to Admiral Protet which was subscribed for lately, is being made by a well-known sculptor, Mr. Barri, and may be expected here shortly. It will be erected on the French Bund.

The Ningpo Amateurs gave their last performance for the season, with great success. A cricket club has been started there, which comprises, at present, fifteen members. A capital club is being built in front of the Queen's Hotel. It is to comprise a billiard-room, reading-room, fives' court, theatre, &c.

The great event of the week has been a visit by Tsen Kwo-fan, Viceroy of the two Kiang, who arrived here on Sunday evening, accompanied by a large body of native troops as a body guard. The alleged object of his visit was to inspect the Kiang-nan arsenal, where he accordingly took up quarters. The Chinese, however, had the wildest rumours about his intentions. The excitement to which his visit gave rise among them was intense. It was first reported to have connection with the foreign proposal for a railway to Soochow, as we mentioned. Latterly, however, all kinds of wild rumours have been afloat, all having for their basis an immediate onslaught on, and expulsion of, foreigners from Shanghai. He took up his quarters at the arsenal, to protect it against a supposed design by foreigners to steal the guns and powder. He was going to undermine the settlement and blow it up; to blockade Woosung and, having reduced us to extremity for want of food and ammunition, to exterminate us. It has even been alleged that rich Chinamen were about to leave Shanghai, to avoid the approaching crisis. Tsen-kwo-fan's visit has been the common topic of conversation at every tea-house; and it has been a common remark, in connection with the absurd rumours of warlike design, that he had better quell the rebels, before undertaking foreigners. Of course so noted an official had to undergo the usual amount of complimentary visits. H.B.M. Consul, accompanied by his Vice-Consul and Interpreter, had an interview with him on Tuesday. The French Consul-General visited him on the same day; and he returned the latter's visit and lunched at the French Consulate, on Wednesday, and went afterwards to the English Consulate. His Excellency was to have inspected Messrs. Russell and Co.'s telegraph, but some contretemps prevented his doing so. His Excellency was accompanied by Ting, Futai of Kiangsu, and left with him for Nanking, yesterday.

HONG KONG.

The outward mail of the 24th April arrived out on the 3rd June with telegrams to the 11th May. Advices by the present homeward mail are to the 12th June.

The mails, passengers, &c., from the wrecked steamer *Benares*, arrived at Hong Kong on May 30. The following account is from the *Trade Report*:—

Shortly after the departure of the last mail, news arrived by the steamer *United Service* that the *Benares*, the overdue P. and O. steamer from Shanghai, had been wrecked on an island of the Fisherman's Group on the night of the 23rd May. At noon on that day the vessel had started from Shanghai, and at about 11.15 P.M. she struck. The engines were backed full speed astern, but failed to get the ship off. She remained aground in spite of all efforts to float her, but fortunately she made no water. The crew and passengers were in no danger until, as the tide receded, the vessel began to heel over to starboard. It was feared that she might capsize altogether, and all hands were ordered into the boats. The night was hazy, and all that could be done was to lie off the wreck, and wait for morning. During the night three of the boats were driven out to sea. When morning broke, it showed the ship still above water, lying over on her side at an angle of 45 degrees. The boats which had succeeded in keeping near the shore now felt their way in among the rocks, and all who were in them safely effected a landing, and made their way to a small patch of level ground, about 30 feet above high water mark. The remaining boats could not then be seen. In this disagreeable situation the shipwrecked party spent six hours, when the steamer *China*, from Shanghai, came in sight. At first they imagined that she did not see them, as she stood away out to sea instead of coming in shore to their assistance, but in reality she had descried, out at sea, the three missing boats, and had gone to their assistance first. Having picked up these, she came in and anchored near the stranded vessel. All hands were hospitably received on board the *China*, and two pilot boats which made their appearance at this period were sent, one to Shanghai the other to Ningpo, with the news of what had occurred. During the day the weather changed for the worse, and the *China* found it necessary to go round to the other side of the island for shelter. The Chinese in the neighbourhood took advantage of this to come down and loot the *Benares*. They were seen scattering over the hills in all directions when the wreck was visited next day by the boats of the *China*. During the 25th the weather again moderated. The *China* came round and began the recovery of cargo. It was found that the specie was nearly all safe. The baggage was mostly recovered, and a quantity of silk. During the 26th the process of salvage was continued. On the 27th the French gunboat *Scorpion* turned up, and then the steamer *United Service*. This vessel took on board the mails and some of the passengers, and brought them on to Hong Kong, where they arrived on the 30th.

The British ship *Theresa*, which arrived at Hong Kong on the 10th May, brought a detachment of the 29th Native Infantry from Madras. There are four commissioned officers, 316 non-commissioned officers and men, and twenty-five native servants. The following is the list of the commissioned officers:—Lieut.-Colonel A. Knox Gore, Major A. Ritherdon, Lieut. and Adjutant J. H. Prendergast, and Assist.-Surgeon J. Wilkins. All the above officers brought their families with them.

The superintendent of the P. and O. Company has issued a notification, dated June 2nd, that in future the company's steamers running between Shanghai and Yokohama would not call at Nagasaki. This has been received with no little dissatisfaction.

The British ship *Neville*, of 715 tons register, was put up at auction by Mr. W. N. Middleton, and knocked down to Messrs. Douglas, Lapraik, and Co. for the sum of 15,700 dols.

A preliminary hearing has been taken in the case of the Government of Macao against the *China Mail* newspaper.

The landed property of Messrs. Dent and Co. is to be sold in November. Particulars can be had free of Messrs. Bremner and Laycock, Austin friars.

MEETING OF THE CHAMBER OF COMMERCE.

In our last we noticed the meeting of the Chamber of Commerce. We find the following report of it in the *Daily Press*, and we are glad to see that the Committee are something more than a formal body. We conclude that very efficient service is rendered to mercantile interests in general. It is satisfactory also to see that the financial condition of the Chamber is in a flourishing condition. There is a surplus in hand of 10,975 dols.

Mr. J. W. Wood, the secretary, read the report of the committee for the past half-year, and as he proceeded various suggestions were put forward by the members, which in the end materially altered the original reading of some of the resolutions.

The first three resolutions were passed without comment, but with regard to the one referring to the Stamp Act,

Mr. Bosman observed that in his opinion the remark at the end of the resolution referring to the duty on bank notes might advantageously be left out; there was only one member present at the meeting (Mr. Kresser) who was at all qualified to give an opinion on the subject. It would be better, he thought, if a general remark on the whole subject were inserted in the resolution.

Mr. Kresser however was of a different opinion; he considered that the present duty on bank notes was much too high.

After some discussion between the two before mentioned members, it was suggested by the Chairman that Mr. Bosman should find a seconder for his amendment, and then put the question formally to the meeting.

Mr. Bosman then looked round the table, but finding no response to his want of a seconder, the amendment was not put to the meeting, the resolution being passed in its original form.

GAMBLING LICENCES.

On the Secretary reading this resolution, Mr. Bosman remarked that he had a few alterations he would like to put forward. In the first place the resolution read, "Indeed it would have been hardly possible for this Chamber to ignore the *very* strong opinions adverse to the gambling system, which were being *daily* expressed by the members," &c. Now, he objected to the word *very* because he did not think such exceedingly ardent sentiments were desired; he had a strong opinion of the question himself, and therefore if it were qualified by inserting the word *some*, the resolution would read better. As regarded the word daily, that was perhaps expressing the sentiments of the Chamber too strongly, besides which people did not express strong opinions on the gambling question on Sundays. (Laughter.) Further, with regard to the words, "that the system is one which is *highly* injurious to the trade of the colony," he did not think that that was exactly the substance of what had been recommended at the last committee.

Mr. Taylor concurred with Mr. Bosman in his remarks as to the way in which the sentiments of the resolution had been qualified, and he would also suggest their being taken out of the resolution.

The words were then erased by the secretary, and are not in the resolution, as will be seen.

Mr. Bosman then again observed that the word "most," before "respectable Chinese traders," might be taken out.

Mr. Taylor and others, however, were of a contrary opinion.

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Mr. Bosman: Then those of 'a contrary opinion to [the resolution are not to be considered respectable. (Laughter.)

After some further remarks, Mr. Bosman's suggestion was not pressed.

Mr. Bosman then said he considered the last part of the resolution, commencing "it is pretty well understood," of no importance whatever. As far as he himself was concerned, he would sooner see the whole of the resolution thrown out; but still as he was sure he could not carry such a motion in the Chamber, he was not going to propose it. He would ask, though, who it was that had made, or was going to make, the "strong representations to the Secretary for the Colonies" mentioned in the resolution.

The Chairman was understood to reply that friends of his in England, and among them the Earl of Shaftesbury, intended using their influence with the Secretary of State for the Colonies. After a few words from Mr. Taylor, however, the words were struck out, and the resolution was passed with the exception of the words "is encouraged and fostered by the Government of this colony," Mr. Taylor remarking that it would not be advisable to make any strong remarks on the action of the Governor in the matter, as it could not be believed that his Excellency intended anything but good results should accrue from the working of the scheme.

Mr. Bosman at the end made an attempt to have that remark taken out of the resolution, which refers to the system being discountenanced by every respectable Government, as he said it cast a slur on the Portuguese Government, which did not discourage gambling. But the words were allowed to remain in, the Chairman humorously remarking that he did not think the Chamber would be open to a charge of slander.

REVISION OF THE TREATY.

The resolution on this subject as originally printed was almost entirely altered by the committee previous to the opening of the half-yearly meeting, and having been read by the secretary in its new form, it was passed with but few remarks from the members.

The remaining portion of the report was passed without comment.

The Chairman then moved the adoption of the report in its amended state, which was unanimously carried.

Mr. Taylor suggested that a copy of the resolutions should be sent to his Excellency the Governor, which was agreed upon.

The meeting then proceeded to elect a committee for the ensuing year.

The Chairman intimated that, with the exception of Mr. Pallanjee, all the members of the late committee were open for re-election.

The votes of the members present were then taken, when it was found that Messrs. Heard, Kresser, Duncanson, Ryrie, Rowett, Hitchcock, Zimmern, Helland, and Pyke were duly elected as members of the new committee.

Mr. Pyke then proposed "That the monthly stock lists, which it was formerly the practice to prepare, be resumed." He observed that in the first instance it would be requisite for all the members to agree to the proposition.

The Chairman, however, observed that it would be little use passing a resolution before the consent of the various members of the Chamber had been obtained.

Mr. Pyke then proposed that the secretary be instructed to inform the members of the proposition he had made.

Mr. Helland seconded this resolution, and it was agreed to.

Mr. Bosman then said that, before the meeting separated, he thought a vote of thanks to the chairman should be passed.

The motion, which was received with approbation, was carried unanimously. The meeting then closed.

This was the seventh anniversary of the formation of the Chamber of Commerce, which was originally opened on the 29th of May, 1861.

The following is the Report as amended by the Meeting before being adopted:—

Report of the Committee of the Hong Kong General Chamber of Commerce presented to the Members thereof at the Half-yearly General Meeting held on the 29th day of May, 1868.

The Committee have the pleasure to submit their report on the principal subjects which have come under consideration during the last half-year.

TELEGRAMS FOR THE USE OF THE CHAMBER.

Your committee, through the secretary, have been in correspondence with the secretary of the Bengal Chamber of Commerce, Calcutta, and also direct with Messrs. Reuter's agent at that port; but so far the result has not been satisfactory. Messrs. Reuter, being anxious to try the result of a system of supplying telegrams to private subscribers, consider tha tfurnishing them to a public body like your Chamber would be prejudicial to the said system they are endeavouring to introduce, and hence their determination not to supply the Chamber for the present.

CHANGE IN THE DATES AND HOUR OF DEPARTURE OF MAILS.

This matter has also occupied the attention of your Committee. The Chairman waited on the Post Master General, and afterwards on the Colonial Secretary, and found that the local Government had no voice in the matter—the orders, as regards dates and hours of departures of mails, coming direct from the Post Master General in England.

The change, in having the mails despatched on fixed days each fortnight, must meet the approval of all, but the change in the *hour* of departure at 7 A.M. cannot but be felt to be highly inconvenient to the mercantile community and the public at large. The local Government having promised to support the views of your Committee on this point with the Home authorities, a letter on the subject was addressed to the Acting Colonial Secretary—copy of the same will be found in the appendix.

THE CHAMBER'S CIRCULAR.

The improvement of this publication has received the attention of your Committee, various members supplying each mail lists of sales, remarks, and statistics to assist the secretary in its compilation, and they confidently hope that the result has been the production of a circular, conveying information regarding markets, and statistics, which is of real value to those at a distance engaged in the China trade. The increased expense of printing the circular in its present enlarged form, and how to meet this expense, has been discussed by your committee, but they have considered it advisable to continue the previous charge of twelve cents per copy, trusting that, as the increased value of the circular becomes felt, the sale of copies to subscribers will be augmented, and that in course of time the extra expense will be covered.

STAMP TAX.

The modification of the existing Schedule of Stamps has occupied the attention of the Chamber. The local Government, aware no doubt that much dissatisfaction was expressed by the community with regard to the Schedule just introduced, the amount leviable on some documents, such as letters of hypothecation, being unnecessarily high; while on others it pressed unequally on those engaged in trade, a commission was appointed to inquire into the working of the ordinance, and suggest amendments. The members of the commission, of which your chairman was one, requested the co-operation of this Chamber, and a general meeting of members, report of which will be found in appendix, was convened to discuss the subject. At that meeting a special committee of members was appointed to confer with the Government Commission. In the new Stamp Ordinance which has just passed the Legislative Council some suggestions were made by this Chamber at the general meeting, and through its special committee have been adopted, and it is only to be regretted that Government did not declare it expedient to adopt some of the others, more especially the recommendation concerning a reduction of the duty on bank notes.

GAMBLING LICENCES.

The system of licenced gambling, and its alleged evil effects on the trade of this colony, has received the consideration of your committee, also that of the body of the Chamber; indeed, it would have been hardly possible for this Chamber to ignore the strong opinions to the gambling system which were expressed by the members of the foreign mercantile community, and by the most respectable of the Chinese traders. A general meeting of members was called to discuss the subject, and at the meeting resolutions were passed embodying the opinion of this Chamber that the system is one which is injurious to the trade of the colony. Since the meeting your committee have taken no further steps in the matter, nor are they aware of the intentions of the local Government with reference to the system; it is pretty well understood, however, that the Home Government are averse to it, and it is to be hoped that Her Majesty's Principal Secretary of State for the Colonies will send out orders for its suppression. Your committee hope that should this not happen soon their successors in office will not slacken in their endeavours to remove from Hong Kong a system which is doing much mischief, and is discountenanced by every respectable Government.

REVISION OF THE TREATY.

The Committee beg to call the attention of the Chamber to a circular issued by the British Minister at Peking, on the subject of the memorials from the various Chambers of Commerce, including that from this Chamber.

In the circular referred to an attempt is made to fix the stigma of unfair dealing towards the Imperial Customs upon the entire foreign mercantile community of China, on the grounds of a charge of attempted evasion of tariff duty by one firm at Hankow. The parties charged in that particular case having since published explanations, which tend to prove that the imputation was without foundation, your committee are of opinion that the Chamber should express their regret at the course adopted by the British Minister in accepting a one-sided statement, and drawing from it unwarranted inferences. They further think that the tone of the circular exhibits but little sympathy with the memorialists, the interests of the British portion of which it is his especial duty to watch over. This is clearly shown in the declaration made by the Minister, that he has deemed it incumbent on him to take care that Her Majesty's Government shall in no way be identified with the memorialists. Such a remark made by the representative of a country whose policy at home and abroad has always been the extension of its trade and manufactures (and, as a matter of course, to promote and support those associations which represent them), cannot fail to excite surprise wherever it is read. And your committee confidently hope that Her Majesty's Secretary of State for Foreign Affairs will see the necessity of giving to the representative of Her Majesty in China such instructions as will better assist the development of the commercial and manufacturing interests of Great Britain, and lead to a thorough revision of the commercial articles of the treaty, towards which, as far as your committee are able to learn, but little progress has as yet been made.

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MR. CONSUL SWINHOE'S VISIT TO HAINAN.

Your committee regret that it was found impracticable for any member of this Chamber to accompany Mr. Swinhoe on his visit to the West Coast, nor have they been able to obtain any information regarding his explorations, but they trust that any particulars he may have gathered as to the capabilities of trade of the ports he has visited, will ere long be published by the British Minister, for the benefit of those connected with the trade of the South of China generally.

FUND OF THE CHAMBER.

The accounts of the Chamber for the past half-year have been duly audited by Messrs. Riddell and Kerr, and are annexed hereto, and your committee have much satisfaction in pointing out that, notwithstanding the great diminution in the number of members, in consequence of the late commercial crisis, the financial position of the Chamber is most satisfactory. The amount of 10,000 dols. on fixed deposits with the Hong Kong and Shanghai and Mercantile Banks remain untouched, and there is a balance of dols. 975.28 in favour of the Chamber in general account with the secretary.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates hence are to the 21st June. The home mail of May 8 was delivered on the 9th, and that of May 18 on the 17th June. The latter conveyed London telegrams to June 5. The *Straits Times* says:—"We have to notice three sittings of the Legislative Council during the fortnight, and three more ordinances which have been passed. The meetings were on the 3rd, 12th, and 15th inst., and another is to be held on the 22nd inst. At the meeting of the 3rd inst. the passenger ship fees and Supreme Court Ordinances were passed, and at the meeting of the 15th inst. the Treasonable Offences Ordinance was made law.

"The first and last ordinance have excited and require no comment. But the Supreme Court Bill has caused much dissatisfaction, both on account of the high-handed manner in which it has been carried through the Council and on account of no provision being made in it securing the complete independence of the judges of the Court. When the Bill was passing through the Committee an amendment was carried against the Governor by Brigadier Cooke voting with the Chief Justice and the unofficials against the Governor and other official members. After the Bill had been committed it was again recommitted, an amendment was proposed by the Attorney-General, reversing the former amendment, the conscientious Brigadier was discreetly absent, and of course his Excellency had his way by main force of numbers. Such an incident as this simply tends to cause the community to regard the Council with feelings of indignant contempt so far as it pretends to be a deliberative assembly, and its existence as at present constituted can only be considered a source of irritation, and a standing insult to the intelligence and common sense of the community. Better far have solely an executive council, and then will the public know exactly what they have got, and they will not be treated like children—imposed upon with a toy, a plaything which is not what it pretends to be.

"The Bill has now been passed, and we suppose goes home by this mail to the Secretary of State for the Colonies. There is tacked to it, however, a protest by the unofficial members, which has the unanimous approval of the community, and a public meeting was to be held in the Town Hall to support the protest. Judges in India, and our judges here, have hitherto been subject only to Her Majesty's pleasure, and there is a very strong feeling that this should continue to be the case, whatever may be the practice in other colonies.

"In connection with this proposed meeting a little incident occurred which has not increased the confidence and goodwill of the public towards the Executive. Hitherto it has been the custom for the Sheriff to call all public meetings, whatever their object, on receiving a requisition from two or three of the residents. Accordingly, a requisition by six residents was sent to the Sheriff for the proposed meeting, but after two days, much to their surprise, an answer was received from that functionary stating that he could not call a public meeting having any political object, as he was a paid officer of Government. On reference to the Governor, his Excellency replied that the Sheriff was right, and acted by his orders, and in strict accordance with the rules of the colonial service. This, however, did not prevent the public from holding a meeting whenever and wherever they pleased. This is satisfactory so far as the right of public meeting is not questioned, but it is felt to be a needless innovation on an old and useful custom that the Sheriff will not in future be allowed to call public meetings."

WE are requested to state that the portrait of General CAVENAGH, lately Governor of the Straits Settlements, that was subscribed for by residents in Singapore and Penang, to be hung in the Town-hall of the former place, is now on view at Mr. McLEAN'S Gallery in the Haymarket.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BOWRING—On the 13th June, at Bangalore, the wife of L. Bowring, Esq., C.S.I., Commissioner of Mysore and Coorg, of a daughter, stillborn.

CARVAJAL—On the 4th June, at the Hong Kong Hotel, the wife of Don Jose Carvajal, of Manila, of a son.

DOHMEN—On the 26th May, at Yokohama, the wife of Martin Dohmen, Esq., of a daughter.

KNEVITT—On the 26th July, at 19, Granville-park, Blackheath, the wife of Commander H. P. Knevitt, R.N., of a daughter.

MARRIAGES.

COYSH—RADCLIFFE.—On the 16th July, at St. James's Church, Oldham, by the Rev. James Booth, LL D., F.R.S., vicar of Stone, Bucks, assisted by the Rev. R. S. Gooday, M.A., incumbent, John Stroyd Coysh, Esq., of St. Helen's-place, London, to Sarah Elizabeth, eldest daughter of Josiah Radcliffe, Esq., Werneth Park, Oldham.

LAYCOCK—MURRAY.—On the 23rd July, at Trinity Church, Edinburgh, by the Rev. V. Grantham Faithfull, M.A., Henry Laycock, late of China, to Ellen M. F. Murray, second daughter of the late W. H. Murray, of Edinburgh.

LAURIE—SMALE.—On the 2nd June, at St. John's Cathedral, by the Rev. W. R. Beach, M.A., Peter George Laurie, Esq., to Emily Anne, daughter of the Hon. John Smale, Chief Justice of Hong Kong. No cards.

MATHESON—JAPP.—On the 20th July, Robert Cathcart Matheson, of London, to Helen Williamson Japp, of Montrose, N.B.

PIDGEON—Pereira.—On the 1st June, by special licence, before the Registrar-General Hong Kong, Mr. John Pidgeon, of the Surveyor-General's Department, to Miss Francisca Philomela Pereira, only daughter of Jose Manuel Pereira, Esq., late of Macao.

PARKER—DE CRUZ.—On the 1st June, at Hong Kong, Mr. James Parker, of Takao, Formosa, to Miss Martha Delphina De Cruz, of Hong Kong.

DEATHS.

BONNETT—On the 31st May, at Hong Kong, Jane, the wife of Mr. R. W. Bonnett.

BROWER—On the 19th Feb., at Buffalo, N. Y. de Witt C. Brower, late of Yokohama, aged 34.

CONIL—On the 22nd May, at Yokohama, Marie, wife of A. Conil, Esq., Agent of the Messageries Imperiales Company.

DEWHURST—On the 14th July, at Kenyon House, near Manchester, in the 59th year of his age, Richard Watson Marshall Dewhurst, Esq.

FROMMURZE—On the 14th June, at Singapore, the wife of Mr. Cursetjee Frommurze, aged 30.

PUDDICOMBE—On the 15th June, at Singapore, Mr. William Puddicombe.

WARDEN—On the 18th July, at the house of his brother-in-law, George Lang, Esq., 7, Alexandra-villas, Angell-park, Brixton, Edmund Warden, Esq., late of the P. and O. St. N. Co.'s Service, eldest son of the late Capt. Walter Warden, H.E.I.Co.'s Service, in his 45th year.

Commercial Report.

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CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The state of the country north of Yedo, in which more fighting had been going on during the fortnight, had created quite a panic among the merchants of that city, and business, which, at the date of our last, showed signs of revival, had again to be reported as dull and depressed. In Cotton Yarn alone had there been any activity, 28s to 32s having been in chief request, and as much as $50 per picul having been obtained. Other counts had shared in the rise and quotations closed firm. In Grey Shirtings literally not a thousand pieces had been sold, and prices were purely nominal. A small lot of Black Velvets had been disposed of, but all other cotton goods were nearly without inquiry. Woollens were a trifle better than at the date of our last, there being some inquiry for Camlets, black and scarlet having been sold at $17½ and assortments at $15½ to $16. In other classes of woollen goods we have no improvement to mention. The closing quotations were:—Cotton Yarn—Nos. 16 to 24, $42.0 to 43.0 per picul; Nos. 28 to 32, $46.0 to 48.0; Nos. 38 to 42, $45.0 to 46.0. Cotton Piece Goods.—Grey Shirtings: 7 lbs., $2.30 to 2.35 per piece; 8.4 lbs., $2.80 to 2.85; 8.6 to 8.8 lbs., $2.80 to 2.90. White Shirtings: 56 to 60 reed, $3.10 to 3.20 per piece; 64 to 66, $3.50 to 3.70; 68 to 72, $3.70 to 4.10; T-Cloths, 6 lbs., $1.90 to 2.0 per piece; 6.8 to 7, $2.10 to 2.30; Turkey Red Cloth, 24 yards 32 inches, $2.80 to 3.10; Spotted Shirtings, White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Brocades, White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Velvets, Black, $9.25 to 9.75; Assorted, $8.0 to 9.0. Iron, Nail-rod, $3.0 to 3.50; Hoop, $4.25 to 4.50; Bars, $2.75 to 3.50; Pig, $1.30 to 1.50; Wire, $6.50 to 7.0; Lead, $7.0 to 7.75; Tin, $17.0 to 18.0; Tin Plates, $8.0 to 8.50.

HANKOW.—Transactions in imports had been on a moderate scale, the accounts from the interior markets not having been favourable to large investments. Of Grey Shirtings, sales had been on a small scale, holders being reluctant to accept current quotations. Heavy makes had been inquired for at an advance of 1 mace per piece on previous figures. Last prices were Tls. 2.2.3 to 2.2.8 per piece for 8¼ lbs. cloth, and Tls. 1.8.6 to 1.9.0 per piece for 7 lbs. White Shirtings of high counts had been asked for, but lower prices had been current. T-Cloths had been in small demand for all weights, but 7 lbs. commanded the preference. Drills had been in but limited inquiry at lower figures. Fancy Cottons had been extremely dull of sale. Camlets had attracted but little attention. Lastings of favourite chops had been in fair request at low values. Scarlet Long Ells had been in good request at an advance of 4 mace per piece. Assorted colours were also quoted higher. Spanish Stripes had been neglected. Figured Orleans of good assortments had improved somewhat in value.

SHANGHAI.—Cottons: Purchases had been confined almost exclusively to foreigners, attention having been directed principally to goods "to arrive," and solely to 8¼ lbs. Grey Shirtings. Transactions had also taken place in goods on the spot, on speculation, on the part of foreigners, Chinese buyers having kept out of the market. 7 lbs. Grey Shirtings had not met with much inquiry. White Shirtings had continued dull of sale. T-Cloths of 6 lbs. weight had been wanted at rather better rates. 7 lbs. were at one time neglected, and lower, but latterly had come more into favour, and fully recovered their value. Fancy Cottons had been in little or no request. The Titania and Min had arrived from England with general cargoes. Woollens: Spanish Stripes, Medium, Broad, and Habit Cloths had not been asked for. Camlets had been in limited inquiry, at last mail's figures. Long Ells, both Scarlet and Assorted, had changed hands to a small extent, but prices had improved. Lastings continued dull of sale. Figured Orleans had attracted but little attention. Metals: Nail Rod and Bar Iron had remained firm, while Hoop and Pig had been difficult of sale. Lead had been in good demand for cargo "to arrive" by late sailings, and on the spot sales had been made at quotations. For Tin Plates and Steel

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the inquiry had been trifling. Coals: The market had been plentifully supplied with all descriptions. Sales of Cardiff Coals had been made at tls. 10.5.0 from ship and to arrive. Small cargoes of American brought tls. 13.5.0 and 13.2.5 per ton. Australian Coals had realised 10.0.0 to 10.2.5 for Newcastle kinds, and 10.5.0 to 10.7.5 for Sydneys. Arrivals: 2,176 tons from Great Britain; 250 tons from America; 1,697 from Australia; 2,247 from Japan; and 530 tons from Formosa—total, 6,900 tons; of which 4,185 tons had been to order. The current quotations were:—G. E. Grey Shirtings, 38½ yards 39 in., 7 lbs. per piece, Tls. 1.9.0 to 1.9.5; 8¼ to 8½lbs., Tls. 2.2.6 to 2.3.1; 9 to 9½ Tls. 2.7.5 to 3.3.0; G. E. White Shirtings, 40 yards, 36 in., 52 reed, Tls. 1.9.0 to 1.9.5.; 56 reed, Tls. 2 to 2.1.0; 60 reed, Tls. 2.1.5 to 2.2.0; 64 reed, Tls. 2.3.0 to 2.4.0; 66 to 72 reed, Tls. 2.4.5 to 2.8.0; American Drills, 40 yds. 30 in., 15 lbs., Tls. 4.2.5 to 4.4.0; Jeans, 30 yds. 30 in., 10½ lbs., Tls. 3.5.0 to 3.6.0; Sheetings, 40 yds. 40 in., 15 lbs., Tls. 4 4.0 to 4.5.0; English Drills, 40 yds. 30 in., 12lbs. to 15 lbs., Tls. 4.1.5 to 4.2.0; T-Cloths, 6 to 7 lbs., 24 yds. 32 in., Tls. 1.5.0 to 2.1.0; 8 to 8·4 lbs., 24 yds. 36 in., Tls. 2.2.5 to 2.4.0; Spanish Stripes, Tls. 0.5.5 to 0.7.0; Medium, Broad, and Habit Cloths, Tls. 0.8.0 to 1.1.0; Camlets, English, S., 56 yds. 31 in., Tls. 13 to 13.5.0; S.S., Tls. 12.2.5 to 13.2.5; S.S.S., Tls. 9 to 10; Long Ells, Scarlet, 24 yds. 31 in., 12 lbs., Tls. 6.9.0 to 7; Assorted, Tls. 6.8.5 to 7.1.0; Lastings, 30 yds. 31 in., Tls. 11.5.0 to 12; Crape Lastings, 30 yds. 31 in., Tls. 7.5.0 to 8; Lustres, Tls. 4.5.0 to 4.6.0; Orleans, Figured, 30 yds. 31 in., Tls. 3.5.0 to 3.7.0; Plain, 30 yds. 31 in., Tls. 3.3.0 to 3.5.0; Metals: Iron, Flat and Round, per picul, Tls. 2.5.0 to 2.7.0; Nail Rod, Tls. 2.5.0 to 2.6.5; Hoop, Tls. 2.3.0 to 2.3.5; Pig, per ton, Tls. 12 to 14; Lead, per picul, Tls. 6.7.0 to 6.8.5; Tin Plates, per box, Tls. 4.5.5 to 5.2.0; Steel, per tub, Tls. 4 to 4.0.5; Quicksilver, per picul, Tls. 49.

FOOCHOW.—The only sales reported were as follows:—1,000 pieces, 8¼lbs. Grey Shirtings, at $3.25 per piece; 800 pieces, 7lbs. do., at $2.80 per piece; 2,025 piculs Lead (in barter), at $10.50 to 11.00 per picul.

HONG KONG.—Messrs. Olyphant and Co. report as follows:—Yarn: Transactions have been on a very limited scale, and confined to Nos. 16 to 24, fine qualities of which are down $2.50 per bale. Higher numbers are firmly held for former values. Of the quantity reported settled, 150 bales were taken by a foreign speculator. Piece Goods: Dealers show no disposition to purchase except for actual requirements, and prices of most descriptions are weaker, though holders generally evince no anxiety to realise. A small parcel of American Drills—Pepperell—has been quitted at a decline of 10 cents per piece, and there are buyers still in the market for similar goods at the same figures. Woollens: Blankets have declined with the arrival of moderate supplies. Long Ells and Spanish Stripes are very firm, and Lastings and Camlets are again dearer, and still tend upward, the majority of holders demanding prices above the views of buyers. Metals: Irons are dull of sale, and generally a little lower. Lead weak. Tin, Tin Plates, and Quicksilver firm. Coal: Receipts amount to 1,455 tons English (to consumers), 1,176 ditto Welsh, 990 ditto Sydney (to consumers), and 500 ditto Keelung. Sales have been 888 tons English, ex godown, at $13.50, 1,700 ditto Cardiff, "to arrive," at $14.0, and 175 ditto Keelung at $8.50. No sales of Anthracite have been reported.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The principal event of the fortnight to be noticed in this market was the arrival of about 375 piculs of the new season's Tea, the quality of which was poor; some small parcels of the same had been settled at quotations, but late arrivals were held for higher prices. Settlements, including some common grade Teas for the London market, amounted to about 1,100 piculs. Stocks were slightly increased, and were estimated at 1,000 piculs of old and 300 piculs of new. Prices were firm, as quoted. The Recife had been chartered for London, and the Seawfell for New York. The closing quotations were given as follows:—Common, $18 to 22 per picul; Good Common, $22 to 24; Medium, $24 to 26; Good Medium, $27 to 30; Fine, $31 to 32; Finest, $33 to 35; Choice, $36 to 45.

SHANGHAI.—Black.—There had been no business whatever. Large settlements of the new crop had been made in Hankow, and all the arrivals thence had been in transit. The few musters shown at Shanghai appeared to be of fair average quality. Teas were expected down daily. Green.—In these also nothing had been done. From Japan some 2,000 packages of Nagasaki-packed had been placed on the market, but no sales had been effected. Ningpo-packed Pingsueys were expected up about ten days hence, a few musters having already been shown. An unusually large quantity was packing at that port for this year.

HANKOW.—Musters of new Teas were shown on the 26th May, and on the evening of the following day the market was opened on a stock of about 50 chops, at prices four to five taels over last season's opening rates. Up to the 30th May some 46,000 chests had been taken, latest settlements showing an advance of three taels on opening prices. Oanfas were superior to those of last season, and Oopacks generally were of about fair average quality. Three days later advices report great excitement on the 2nd June, and settlements by Russian buyers at 28 to 40 taels, but at the close less eagerness was shown, and some parcels had been settled on more favourable terms.

KIUKIANG.—Some 3,300 chests new Teas had arrived, but the extreme prices demanded by Teamen precluded settlements. The Ningchows, though flavory, were very thin, and the Hohows were considered to be inferior to last season's.

FOOCHOW.—The Circular of Messrs. Odell and Co. contains the following:—In our last issue we reported the opening of the market for the new season's Teas, and we have now to advise that during the fortnight succeeding the 6th of June a very large business has been transacted, settlements of Congou amounting to 156,000 chests at prices ranging from Tls. 9.8 to 47.3 ship off. On arrival the finest Kaisows were found to be really choice, and were eagerly competed for at extreme rates. Our market closes with much activity. We quote:—Common to medium grades rather easier, fine to finest Kaisows 2 to 3 Tads per picul cheaper compared with opening rates, while extra fine are somewhat dearer, nearly all the chops having been placed. Total arrivals are much in excess of those to same date last season, and it is estimated that there are fully 80,000 chests first crop Tea still to come to hand. Souchong: Only 4 small parcels have arrived; the finest chops may be expected during the coming (week. Oolongs in the early part of the interval were purchased to a considerable extent, but are now somewhat neglected. Scented Teas, being of good quality and well scented, have been realised at full prices. Flowery Pekoe: Arrivals are light, and the quality but poor, though sales have been made at extreme rates. Our quotations are:—Dust and siftings, tls. 9.8 to 11.3 per picul; Ordinary to good common, Tls. 17.8 to 21.8 per picul; common to good flavoury, Tls. 22.8 to 30.8 per picul; fine to finest Kaisow, Tls. 31.8 to 42.8 per picul; extra finest, crack chops, Tls. 44.8 to 47.8 per picul.

AMOY.—There had been an arrival of about 3,000 packages of new teas, but the quantity being so small no transactions had resulted.

CANTON.—During the interval a steady business had been transacted, and the total settlements, especially in Scented kinds, were very large. At one time a noticeable reduction on previous rates might have been quoted, but later competition had been general, and at the close we note but little average change on opening prices. The second crop of Scented kinds proved to be much mixed with spurious leaf, but still it was eagerly bought at full rates. District Greens had been freely taken at high values. Altogether settlements had been very irregular, as follows:—Canton District Congous, 1,500 boxes, at Tls. 22 to 29½; Scented Orange Pekoe, 22,000 do., at Tls. 20 to 38; Scented Caper, 40,000 do., at Tls. 19 to 36; Gunpowder, 16,000 do., at Tls. 14½ to 29; Young Hyson, 5,000 do., at Tls. 17 to 19.

SILK.

YOKOHAMA.—Business in this staple during the past fortnight had been on rather a limited scale, owing to the smallness of supplies; this may in some degree be accounted for by the lateness of the season, coupled with the continued disturbances in the north. Quotations remained unchanged, and the stock on offer was composed principally of medium and inferior sorts. Late advices from the silk districts spoke well for the prospects of the new crop. The quotations (laid down in London all charges included at exchange 4s. 6½d.) were as follows:—Hanks, Mybash, Sinchu, &c., 1, 2 nom., 36s. 6d. to 38s. 7d.; ditto 1, 2, 3, 33s. 7d. to 35s. 6d.; ditto 2, 3, 4, 29s. 9d. to 32s. 8d.; ditto inferior, 26s. 10d. to 29s. 2d.; Oshu best, 33s. 9d. to 36s. 10d.; ditto medium, 29s. 9d. to 31s. 8d.; ditto inferior, 26s. 1d. to 28s.; Coshu, 1, 2, ditto medium, 28s. 9d. to 30s. 8d.; ditto inferior, 24s. 11d. to 27s. 10d.; Sodai, 1, 2, 28s. 9d. to 32s. 8d.; ditto inferior 24s. 11s. to 26s. 10d.; Etchesen best nom., 28s. to 29s. 7d.; ditto 2, 24s. 11d. to 26s. 10d.; ditto inferior, 22s. to 24s. 11d.; Mashta, best, ditto inferior, 21s. 10d.

SHANGHAI.—Mr. Holdsworth's Circular, dated 4th June, offers the following remarks:—The latest dates received since my last Silk Circular are by letters to the 17th April, and by telegrams *via* Kiachta to the 5th May, the latter reporting "Silk firmer, Chop 3 Tsatlee 29s. per lb." The first few parcels of the New Season's Silk were received on the 31st May, and during the following few days, arrivals having come forward freely, the unsold stock reached fully 900 to 1,000 bales, before any purchases were made; but on the 3rd inst. the market was opened by the purchase of 8 bales "Tse-quong-Sun's" Chop 3½ Tsatlee at Tls. 540 per picul; 30 bales No. 4½ to 5 Lingho Tsatlee at Tls. 425 to 440 per picul, and during the past two days transactions have considerably increased, making a total of fully 300 bales settled, chiefly Tsatlees. The prices paid have been excessively high, which may be attributable to the existence of unlimited orders (as regards price) to ship by first steamers, and as the natives were aware that such orders had been received they naturally asked very high prices for their Silks, and unfortunately succeeded in obtaining them. The Chinese are unanimous in asserting their belief that if the second crop be only a moderate one we shall have fully 50,000 bales of Silk available for export for season 1868-69; this, coupled with the fact that the latest advices received of the European crop thus far are satisfactory, also that there is a difference of fully 2s. to 2s. 6d. in the London quotations as compared with same date last year—2 chop 3 tsatlee being then quoted 31s., and by last telegrams to hand only 29s., ought to cause foreigners to consider well the probable result of their shipments before paying such excessively high rates as 30s. to 30s. 6d. for true classic thirds tsatlee, for there are certainly no circumstances, either statistically or politically, to justify purchasers in paying such extreme rates for their Silk. Nearly all descriptions of Silk this year are finer in size than last season. Hainings, owing to the greater bulk of the higher numbers, having been purchased for re-reeling, are reported to be commoner than last year, the lower numbers left in the hands of the Silk producers being mixed with the better grades. The arrivals from the interior having come forward freely, the unsold stock is estimated at about 1,100 bales, chiefly medium and lower Tsatlees. The Peninsular and Oriental Company's steamer Benares, with 314 bales Japan and 71 bales China Silk on board, was wrecked on the Fisherman's group of islands. The Silk, which was considerably sea-damaged, was returned to Shanghai and sold by public auction.

EXPORT OF TEA AND SILK, SEASON 1867-68.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to May 30, 1868	1059770	56697799	44981433	...	14291392	117030394	57449
Corresponding period last season	1221505	56341487	47546475	...	13528945	118638412	50052

Shipments Since, with New Season's Teas;

May 27	per Belted Will	From Canton	...	934,496*
— 27	... Undine	... Do.	...	1,088,308*
— 28	... Ariel	... Foochow	...	1,221,568*
— 28	... Sir Lancelot	... Do.	...	1,250,057*
— 28	... Taeping	... Do.	...	1,165,459*
— 29	... Spindrift	... Do.	...	1,306,836*
— 30	... Lahloo	... Do.	...	1,231,397*
— 31	... Black Prince	... Do.	...	1,051,309*
June 1	... Serica	... Do.	...	967,500
— 2	... Fiery Cross	... Do.	...	867,600

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— 3	Ziba	Do.	690,300		
— 4	Chinaman	Do.	864,800		
— 12	Behar (ml. str.)	Shanghai, &c.	—	—	1,554

* Not included in above total.

TO UNITED STATES.

	Pcls.
From June 1 to May 30, 1868	34059972 1196
Corresponding period last season	33463166 557½

Shipments Since;

June 1 per Jane Woodburn From Canton ... 41,406

TO THE CONTINENT.

	Bales
From June 1 to May 30, 1868	1676397 —
Corresponding period last season	1126410 —

Shipments Since; None.

TO AUSTRALIA.

From June 1 to May 30, 1868 ... ... 13,681,543 lbs.
Corresponding period last year 11,030,715

Shipments Since; None.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5¾d.	4s. 6¼d.	4s. 6¼d.
Shanghai " "	6s. 1¾d.	6s. 1¾d.	6s. 2d.
Canton " "	4s. 6¼d.	4s. 6¼d.	4s. 7¼d.
Hong Kong " "			
Macao " "			
Singapore " "	4s. 5¾d.	4s. 5¾d.	4s. 6d.
Manila " "	4s. 2d.	4s. 2¼d.	4s. 2¼d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303 to 306	225 to 227
" Hong Kong	27¼ dis.	—
Bar silver	111·4	11 prem.
Mexican dollars	74·7	1 prem.

Bons, at Yokohama, 289 per 100 Jols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 4¼; Old, 25 per cent. premium.
China Gas Company, 40 dols. per share.
Hong Kong and Whampoa Dock, New, 9; Old, 15 per cent. premium.
Union Dock Company, 25 per cent. discount.
China Traders' Insurance, 190 dols. premium.
Hotel shares, 30 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, May 22, Westminster; from Amsterdam, June 2, Princess Amalie; from Rio Janeiro, 2, Bolivar; from Baltimore, 23, Mary Goodell.

At SHANGHAI.—From Shields, June 2, Ophir (from London, reported by telegram); City of Aberdeen, Coral Nymph, Helen Nicholson; from Liverpool, Challenge.

At HONG KONG AND CANTON.—From London, May 29, Peter Denny; June 7, Dunmail; from Liverpool, 7, steamer Diomed; 9, Adriana Petronella, Maria Louisa, Antoinette; from Cardiff, 5, Confucius; 6, John Banfield; 9, Dr. Petermann; from Hamburg, 7, Hermann and Emma; from Bergen, Wanja; from New York, 8, Yokohama.

At MANILA.—From Glasgow, May 31, Manuel; from Liverpool, 31, Cinco Hermanos; June 5, Jesus.

At SINGAPORE.—From Liverpool, June 13, Mary Nicholson; from Shields, 7, Granite City; from Newcastle, 15, Hesperos; from Hamburg, 12, Schultze Delitsch; from Galle, 13, Shaftesbury (st.)

DEPARTURES.

From FOOCHOW.—For London, May 28, Sir Lancelot, Ariel, Taeping; 29, Spindrift; 30, Lahloo; 31, Black Prince; June 1, Serica; 2, Fiery Cross; 3, Ziba; 4, Chinaman.

From HONG KONG and CANTON.—For London, May 30, Undine; for Hamburg, June 5, Amoy; for England, 6, H.M. Ship Adventure; for Callao, 9, Amaranth; May 27, Pratolongo.

From MANILA.—For Havana, May 25, Isabelita; for New York, 30, Fleet Wing.

From SINGAPORE.—For London, June 11, Moss Trooper; for Liverpool and Glasgow, 18, Edinburgh Castle; for New York, 6, Ocean Belle; for Boston, 16, Kate Cleather.

From PENANG.—For Falmouth, June 11, Alarm.

VESSELS LOADING.

At YOKOHAMA.—For London, Recife.

At HANKOW.—Challenger, Eliza Shaw, steamer Agamemnon, Gossamer.

At SHANGHAI.—For London, Argonaut, Clara Babuyan, Forward Ho! J. R. Worcester, Leander, Lennox Castle, Maitland, Taitsing, Whinfell, White Adder.

At FOOCHOW.—For London, Yangtsze, Wemyss Castle, Deerfoot, Derana, Gresham; for Liverpool, Everest.

At HONG KONG and CANTON.—For London, Falcon, Golden Spur, Carmarthenshire.

At MANILA.—For Liverpool, Cinco Hermanos; for Boston, Archer, United Kingdom, Queen of the Seas.

At SINGAPORE.—For London, Granite City, Iona, Mary Nicholson; for Falmouth, Lady Alice; for New York, Merchantman.

At PENANG.—For London, Albion.

FREIGHTS AND CHARTERS.

At HANKOW.—To London: The st. Agamemnon gets £8 8s. per ton of 40 cubic feet; the Eliza Shaw and Gossamer ask £7 per ton of 50 cubic feet.

At SHANGHAI.—For London: Although there are a good number of vessels on the berth, the rate asked is £4 10s. to £5 per ton. For coasting purposes there is no inquiry for tonnage.

At FOOCHOW.—To London £5 to £5 10s. per ton.

At HONG KONG and CANTON.—A fair enquiry exists for tonnage homewards. The last charter was at £4 5s. for London, and £4 15s. for New York: for coast ports there is little doing. The circular of George Holmes gives the number of disengaged vessels in harbour at nine, representing 3,384 tons.

At MANILA.—The American ship Archer takes 300 tons sugar for New York at $12 gold per 20 cwt., loading hemp on owner's account. The Cinco Hermanos and the Manuel, both Spanish, have been fixed, the former for Liverpool with dry sugar at £4 10s., and hemp at £5 5s. per 20 cwt., and the latter goes to Spain with tobacco, taking some 8,000 quintals at 46 reals vellon per 50 cubic feet.

At SINGAPORE.—There have been few arrivals, and a good demand for tonnage has continued; rates for the United Kingdom declined after the departure of the last mail, owing to expected arrivals; the Granite City engaged a full cargo for London at £3, the Mary Nicholson is now laid on at £3 5s. per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
May 25	Stat	Cronstadt	Amur River
" 29	Helen Black	Aberdeen	Nagasaki
" 30	Magellan	Shanghai	London
" —	H. Maynes	Saigon	Bremen
" —	Joseph Holmes	Batavia	Amsterdam
" —	Cosmopolite	Batavia	Rotterdam
June 1	Alsen	Bangkok	Falmouth
" 2	Wild Deer	London	Shanghai
" —	D. H. Watjen	Cardiff	Shanghai
" —	Elizabeth	Sunderland	Hong Kong
" —	Lorto	Manila	Falmouth
" —	Endeavour	Manila	New York.
" 4	Fusi Yama	London	Hong Kong
" —	Tavistock	Shanghai	New York
" —	Indus	Saigon	Plymouth
" —	Vugen del Carmin	Liverpool	Manila
" 5	Parejero	Liverpool	Hong Kong
" 6	Franklin	Manila	New York
" —	Capiolani	Liverpool	Shanghai

COMMERCIAL POSTSCRIPT.

The latest telegrams to hand are *via* Kiachta, dated Shanghai, June 27, and were received on the 18th inst. Exchange is quoted 6s. 3¾d. Tea unchanged. 6½ catty Grey Shirtings, Tls 2 3.0.

TEA.—A small parcel of new season's tea from Foochow, received by last mail, has been placed at 2s. 4d. to 2s. 6d. The advices by to-day's mail announce the following departures from Foochow:—May 28th, Taiping, Ariel and Sir Launcelot; 29th, Spindrift; 30th, Lahloo; 31st, Black Prince; June 1st, Serica; 2nd, Fiery Cross; 3rd, Ziba; 4th, Chinaman.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—July 20, off Dungeness, from Java, for Schiedam, Schiedam; 21, from Java, for Rotterdam, Marie; 24, off the Start, from Colombo, White Eagle; at Falmouth, from Bangkok, for Hamburg, Spartan; 22, at Cuxhaven, from Akyab, Pudel; —, at Naples, from Maulmain, Ulrica; 26, at Falmouth, from Bangkok, Neuhof; at London, from Penang, Kate Carnie.

DEPARTURES.—July 25, from London, for Amoy and Foochow, Chanticleer; for Hong Kong, Dunkeld; 23, from Liverpool, for Sourabaya, Twee Gezusters; 24, for Hong Kong, Lota; 22, from Bordeaux, for Saigon, Yedo.

SPOKEN.—Fanny A. Garrigues, from Colombo, June 4, 8 N., 23 W.; Clio, Batavia to Amsterdam, May 6, lat. 34, lon. 17; Catherine, Sourabaya to Amsterdam, June 7, 8 N. 25 W.; Paley (), Colombo to London, June 7, 8 N., 25 W.; Koophandel, Batavia to Rotterdam, May 23, 24 S., 25 E.; Syrene, Shanghai to London, June 8, 10 N., 27 W.; Talbot, Singapore to London, July 7, 41 N., 37 W.; Prince Victor, Batavia to Amsterdam, 39 days out, 30 S., 41 E.; Tebith (), China to Falmouth, 104 days out, 43 N., 31 W.; Pera (Hamburg brig), for Shanghai, March 30, 32 N., 19 W.; Augusta, Batavia to Rotterdam, July 5, 45 N., 25 W.; Sea Snake, Colombo to London, May 4, 35 S., 22 E.; Kate Carnie, Penang to London, May 11 (3 June), 19 N., 33 W.; Anna and Sophia, Sourabaya to Amsterdam, June 30, 38 N., 32 W.; Chinaman, Foochow to London, June 5; Ariel, Foochow to London, June 2, 21 N., 124 E.

CASUALTIES.—The J. W. Lorenzen, Jessen, from Cardiff, for Singapore, put into the Mauritius June 17, making from five to nine inches water per hour, having experienced very severe weather off the Cape of Good Hope.

Advices from Port Elizabeth dated 15th June, states that part of the damaged cargo (sugar) of the Navigator (Russ. barq.), Bockelman, from Java to Amsterdam, which put in there 21st April leaky, had been sold.

MISCELLANEOUS.—Off Ascension, June 23, Laura and Adele, from Batavia, for Amsterdam; 26, County of Bute, from Java, for Rotterdam.

At ST. HELENA.—June 26, Gateshead, Lamb, from Zebu, and sailed for Falmouth; 27, Bella Maria, Lopez, from Manila; 28, Concurrent, Senger, from Sourabaya; 11, Castleton, from Philippine Islands, and sailed, 12, for Cork or Falmouth; 18, Augusta, May, from Ceylon, and sailed, 19, for London.

Off ST. HELENA.—June 28, Boyne, from Ceylon.

At TABLE BAY.—June 18, Zephyros, Gedek (), from Penang, for London.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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THE LONDON AND CHINA EXPRESS,

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LONDON, MONDAY, JULY 27, 1868.

THE BURLINGHAME MISSION.

THE speech delivered by Mr. BURLINGHAME at the banquet given by the New York merchants to the Chinese Embassy has, as might have been expected, provoked a good deal of unfavourable criticism. In our last issue we gave this address at full length, and those of our readers who have had the patience to wade through a couple of columns of Mr. BURLINGHAME'S somewhat fervid eloquence will probably agree in the conclusion that, whatever success it may have achieved as a display of stump oratory, the unmistakable "bunkum" that forms its chief ingredient is not likely to forward the views of the Embassy by its effect on the minds of thinking men. If the Chinese people are in truth all that Mr. BURLINGHAME unblushingly asserts, then European civilisation with its concomitant Christianity,—in short, our entire system of morality, to say nothing of art, literature, science, and political economy,—must be regarded as a gigantic delusion, and the sooner we abandon it all and revert to the primitive philosophy of CONFUCIUS, as practised by his descendants of the nineteenth century, the better. Mr. BURLINGHAME'S glorification of his constituents is almost sublime in its comprehensiveness. They are everything that is good and noble and perfect. They are the incarnation of the "great doctrine" of CONFUCIUS; they breathe the "sentiments" of MENCIUS pure and unadulterated. Of all peoples the most cruelly injured and abused, they now come forward—in the person of Mr. BURLINGHAME—to forgive everything and everybody, and will henceforth condescend to mix on equal terms with the rest of the world, provided only that they are accepted at their own valuation. China, says Mr. BURLINGHAME, asks you to forget your ancient prejudices, and to abandon your assumptions of superiority. So gravely is the point urged that for a moment we are almost induced to believe that it is ourselves, and not the Chinese, who have so long persisted in considering our own country as the centre of the universe, our own monarch exclusively as the near relative of all the heavenly bodies, our own wisdom the only true wisdom, and all outsiders foreign devils and barbarians. Then, says Mr. BURLINGHAME (speaking *to* his countrymen, but very pointedly *at* Great Britain), China wishes no war; she particularly requests you not to interfere in her internal affairs, and asks you to respect the neutrality of her waters, and the integrity of her territory. This sounds a little ungrateful. It is solely to our interference with her internal affairs (and that at her own request) that China owes the suppression of the TAE-PING rebellion; as to the neutrality of her waters, the occasional destruction of a nest of pirates can hardly be considered an infringement of it; and the integrity of her territory has been in many cases preserved, and in many others restored, by British arms. Again, we are told that China asks to be left perfectly free to unfold herself precisely in that form of civilisation of which she is most capable; in reply to which demand we are tempted to ask Mr. BURLINGHAME whether, in his vocabulary, unfolding and shutting up are synonymous terms, for the former operation, carried out on purely Chinese principles, would probably turn out very near akin to the latter. Much progress has doubtless been made during the last few years, involving important reforms in military organisation, the collection of revenue, and education; but as for any "unfolding"—in the sense which would extend to foreigners entire freedom to reside or acquire property in any part of the country, to make railways and to work mines—there is no real disposition towards it. Until China is prepared to allow to foreigners, at least to such as are subjects (or citizens) of treaty Powers, all the same rights and privileges that European nations readily concede to aliens, it is idle to talk or her entering the great family of nations on equal terms.

China, says our orator, seeing at last the necessity of entering into relations with civilisation (this, by-the-way, is rather a come-down after his previous flights) *does not wait to be approached*, but comes out and extends to us her hand. That is, she extends to us—Mr. Burlinghame. Well, we must take him, we suppose—not exactly at his own valuation, but for what he is worth. China extends her hand certainly, but is it open or closed—is the gesture friendly or repellant? It looks more like the latter. It seems, according to Mr. BURLINGHAME'S account, that there is a conspiracy among European nations—England, of course, at its head—to coerce China into compliance with unreasonable demands; to take her by the throat, and shake and bully, and otherwise maltreat her; and it is against the "malign spirit of the tyrannic element" that he is prepared to do better. Now, this is simply a tissue of misrepresentation. What Mr. BURLINGHAME would impress upon his hearers is that the Government of China is the subject of a coarse and brutal tyranny at the hands of the foreign Ministers, more especially our own; while the truth is that our representative is notoriously more solicitous for the interests of the Chinese Government than for the welfare of British merchants in that country. What complaint, asks Mr. BURLINGHAME, have you to make against China? We reply, that in numerous important particulars our merchants have been deprived of the rights granted them by treaty, and that our trade has thereby sustained material injury; that the time agreed on by mutual consent for a revision of the treaty has now arrived; and that such revision, conceived in fair and liberal terms, so as to be beneficial to both parties, should be forthwith effected on the spot where the orginal treaties were signed. We are quite sure that nothing could have a better effect, both on the foreign trade and the internal prosperity of China than this course. By exhibiting a steady honesty of purpose in the prompt fulfilment of their engagements, the Chinese Government will do more to cement a cordial understanding with other nations than all Mr. BURLINGHAME'S oratorical or diplomatic efforts will secure.

TELEGRAPHIC COMMUNICATION.

ANOTHER break in the Malta and Alexandria Cable, reported by a despatch dated Valetta, 23rd instant, has unpleasantly reminded us of the miserable inefficiency of the existing means of communication with India and China. The telegrams usually sent forward from Suez on the arrival there of the steamer have this time reached us *via* Brindisi. Of course, as far as the Mediterranean portion of the line is concerned, the operations of the new company will soon apply a remedy; but how long are we to wait for a Red Sea Cable? That it is a necessity of the age, and one which must be supplied before long, is a fact now very generally recognised, and that the present Government will give no substantial support to the scheme is equally certain; but few practical men entertain a doubt that it may be done easily and speedily without any such aid. The difficulties of Atlantic telegraphy—at first, to all appearance, nearly insurmountable—have been entirely conquered, and next year will, in all human probability, see another cable in operation between Europe and the United States. The requisite capital for the Indo-European and Anglo-Mediterranean Companies was obtained without difficulty; not only is there just now a plethora of capital, but there is also a manifest disposition on the part of the public to invest in telegraph companies in preference to most other undertakings. And yet, amid all these favourable and encouraging circumstances, the promoters of the long-talked of Anglo-Indian line still hang back. If they would be content once for all to abandon the idea of a Government guarantee, and boldly launch their scheme on its own merits they could hardly fail to meet with a satisfactory response. The present state of things is not only a national reproach, but is especially discreditable to English commercial enterprise.

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EXPLORATIONS IN WESTERN CHINA.

WHILE the Bhamo expedition pushes its way eastward in search of a practicable route from Burmah to the Western provinces of China, an attempt is being made by Mr. COOPER, an enterprising explorer, to find a similar route from China to Calcutta. Mr. COOPER left the China coast about eight or nine months ago, and travelled westward by way of the Yang-tsze-kiang, following the route taken by Colonel SAREL and his party in 1861, but with better success. In the beginning of March he arrived at Ching-tu, the capital of Sze-chuen, a place distant from Shanghai in a straight line more than a thousand miles. Here he found the Nepaulese embassy on their way to Peking detained at Ching-tu on account of the disturbed state of the country between that place and the capital. Mr. COOPER, taking advantage of the ambassador's presence, asked him for a letter to show to the Nepaulese officials on the Thibetan frontier, but this was declined, on the ground that there was "no law between Nepaul and England." After a few days' stay at Ching-tu, Mr. COOPER started for Ta-tsien-lu, the last Chinese town on the borders of Western China. The last letter from him is dated Hi-zan-ki, March 28th, a place five days' journey from Ta-tsien-lu, for which town he intended to start on the 7th of April. After leaving Ta-tsien-lu, two routes to Calcutta will be open to him, the one by Bathang and Sudya, the other by Lassa. Mr. COOPER intended to try the former of these routes, and we hope he may succeed in traversing it safely, for in addition to the greater length of the Lassa route the ill-will of the Thibetans makes it a very perilous journey.

THE AUSTRIAN EXPEDITION TO THE FAR EAST.

The journal of the Austrian Agricultural Society publishes an interesting paper read to the Society by Dr. Von Scherzer, on the Government commercial expedition which is to proceed from Trieste for the East next month. Dr. Von Scherzer says that two screw ships, the frigate *Danube* and the corvette *Frederick*, have been placed at the disposal of the expedition, and that representatives of all the branches of Austrian industry, such as metallurgy, leather work, glass work, viniculture, &c., will accompany it for the purpose of inquiring into and reporting upon the advisability of opening a trade in any of the manufactured productions of Austria with the countries to be visited by the expedition. Every attempt is also to be made to procure observations and collections of natural products, though no scientific men are to be specially attached to the expedition for that purpose. The places at which the expedition will touch on leaving Trieste will be Capetown, Port Elizabeth, Singapore, Bangkok, and Hong Kong. At Bangkok a commercial and shipping treaty is to be concluded, if possible, with the King of Siam, and similar treaties are to be negotiated with other Eastern States. As soon as the negotiations are completed the *Danube* will return, leaving the *Frederick* to see to the due execution of the treaties and to protect the commercial interests of Austria generally. On her way home the *Danube* is to pass by South America, in order to conclude commercial treaties with Peru, Chili, and the Argentine Republic. Consuls are to be then appointed to the principal ports in the countries with which commercial treaties have been concluded. A "commercial reporter" will be attached to the expedition, whose business it will be to examine into the resources and wants of each country visited, to ascertain the prices of all commodities, and to gather every kind of information likely to be useful to people in Austria who may contemplate opening a trade with the countries in question. The paper concludes with some curious statistics taken from an official report on the trade of China in 1866. It appears that the value of the imports in that year was about £80,000,000, and of the exports about £25,000,000, and that in Shanghai alone the total of the imports and exports together was about £50,000,000. The raw silk exported amounted to 4,328,000 lb., and the tea to 157,750,000 lb. The number of foreign ships engaged in the China trade was 15,672, of 6,877,682 tons burden. Of these 8,276 were English, 3,602 North American, 2,248 North German, and 234 only French.

THE SILKWORM DISEASE.

M. Pasteur has communicated to the Academy of Sciences some fresh researches of his on the disease called in French *morts-flats*, incident to silkworms. When they are labouring under this affection they evince loss of appetite, and lie extended on the hurdles; their intestines in such cases contain various organised beings, which are not to be met with in the healthy silkworm. Such are, in the first place, very nimble vibrios, with or without brilliant points in their bodies; secondly, a nomad remarkable for its agility; thirdly, *bacterium termo*, or a vibrio that much resembles it; and lastly a ferment, in the shape of a row of beads. These productions are sometimes together in the same worm, and sometimes separate. That which is most frequently to be met with is the row of three, four, or five perfectly spherical beads, the diameter of which is about the one-thousandth part of a millimetre! M. Pasteur next proceeds to show that the *mort-flat* disease may be hereditary. If the finest cocoons of a breed strongly affected with this malady be selected for propagation, it will be found that the silkworms issuing from them will be tainted with it. Its effects are various: it will sometimes carry off a whole breed, and at others only thin its numbers; but the worms that attain the age of spinning their cocoons are remarkable for their laziness. M. Pasteur, having examined many in this state of incipient lethargy, and in the chrysalis state, has always found the "row of beads" in the intestines, without either bacteriums, vibrios, or nomads. Nevertheless there is nothing to prove these ferments to be the cause of the *mort flat* diseases; perhaps they are only the necessary result of an unsound state of the digestive functions. One of our author's experiments consisted in reducing a quantity of mulberry leaves into a pulp with water; at the end of twenty-fours hours, the preparation contained the identical organisms described above. Hence there is strong presumption that the appearances in the intestines of the diseased silkworms are entirely owing to bad digestion.

THE HAVRE EXHIBITION.

(FROM OUR OWN CORRESPONDENT.)

The Exhibition has now passed through its probationary month, a period which seems necessary in France by way of law, no matter what be the date fixed for opening the doors to the public. It cannot be said that the carpenters and other workmen have entirely left the premises, but the Exhibition is full and abounding in interest, and the number of visitors is considerable and seems to be increasing rapidly; and here it may be mentioned that the Exhibition is popular, and for one good reason if for none other, namely, that there is less red-tape, less humbug—to use a vulgar but highly expressive word—about the management than usual, and the regulations, as well as the conduct and bearing of the attendants, are, as a natural consequence, more than usually sensible and unobtrusive. Visitors are perfectly at their ease, and we have not heard that any ill consequences have arisen from the fact, although it is not to be supposed that the men of Havre and the foreigners of all nations constantly mixed up with them are more virtuous or less curious than other people; in fact, the population, like that of most seaports, is an energetic, self-reliant, and somewhat rough one, and the fact that a minimum of administrative regulations answers better here than a maximum of the same has ever answered elsewhere is a capital proof of the good effect of leaving people alone as much as possible.

When an abuse is discovered it is stopped in a quiet manner; thus, family tickets of admission have been stopped, because, as we understand, some people took the word family in the broadest possible sense—that of including all men and women as brothers and sisters.

With respect to the contents of the galleries of the Exhibition we can speak now with much satisfaction. The first and chief group, that of navigation, presents a very excellent appearance; there may be a few blanks, but they are scarcely perceptible, and the objects exhibited are well arranged and all well seen, which is more than can sometimes be said. The nautical collection is not so large, of course, as was that of Paris, but it reminds one much of the fine show by the banks of the Seine; and although some of the models and other articles exhibited may have been seen in Paris, there are many that are new and important. The collection of models is not very large, but it is good and characteristic. The Dutch have sent models of their most approved fishing boats; the Americans, among other things, a model of a great river steam ark; the Havre and other French builders contribute largely; but the English exhibitors carry off the palm more in quality even than quantity—this is admitted by all candid judges. There is nothing better, if there be anything equally good, in the Exhibition than the models of Messrs. Napier; Johnson, Scott, and Co.; Bishop, of Guernsey; Kayll, of Sunderland; the London Engineering and Iron Shipbuilding Company, and Palmer's Shipbuilding Company; and this is not the whole list. Messrs. Napier do not show the famous *Pereire* and *Ville de Paris* again, but these two vessels appear in the collection of the Transatlantic Steam Company, whose property they are. This energetic company has now twenty-one packet boats, with a steam force of 17,000-horse power, and a total capacity of 80,000 tons; eleven of these vessels exceed 5,000 tons each. "Amongst the packet boats belonging to the New York line," I translate literally the expressions from the company's own notice, "are the *Pereire* and the *Ville de Paris*, which are the two most rapid steamers belonging to the company."

If England be first France is a capital second. The Messageries Imperiales Company, which builds all its own boats, and the company of the Forges and Chantiers of the Mediterranean, both make excellent shows, and their models and plans deserve careful attention. Amongst exhibitors from other countries the John Cockerell Company, of Scraing, near Liege, makes the most remarkable show. In other matters connected with shipping France and England balance each other very fairly, and make an admirable show, neither, as far as we have been able to judge, being in advance of the other in the way of novelties.

In instruments of various kinds our neighbours are strong, and show some beautiful scientific and admirably executed specimens; the only articles in which England excels her neighbour in the Exhibition are, perhaps, ship's compasses, apparatus for communication between the captain and the helmsman and engineer of a vessel, and marine chronometers. Of the latter there is a fine show on both sides, but the palm must, we think, be given to the English collection of Messrs. Parkinson and Frodsham; Kullberg; Reid and Sons; and Weichert, of Cardiff. The rivals seem determined to keep the battle even, for one of our first houses, whose name we shall not mention, and one of the first French firms, still exhibit almost empty cases. Perhaps their goods have gone astray.

The class of eatables for exportation is full and really magnificent. The exhibitors are especially numerous in the preserved meat section; most of the great French and several of the English export firms exhibit, but the show of delicate made dishes, fish, vegetables, and other articles on the French side, is extraordinary, and being put up in glass jars they make a grand show, and do the highest credit to the nation

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that produced Appert, the inventor, as we believe, of the system of conservation by expulsion of air by heat.

It may not be uninteresting to state here that a dinner for 200 persons is to take place here shortly, for which the whole of the provisions as well as the wine—of which, by the way, there is an excellent show—are to be derived from the Exhibition itself. Sardines, prawns, and tunny fish from the Mediterranean, and devilled lobster from the United States, will make good *hors d'œuvres*; the Loire, Scotland and Holland will supply the salmon, American Cove oysters, and short-necked clams for sauce; the meats will come from all the world; while France will have the honour of supplying samples of her delicate preparations from fish, flesh and fowl, and of crowning all with her perfumed truffles. For fruits, there will be, amongst others, fresh pines and peaches from America, and all the wealth of European orchards, hard and soft, stony and pulpy. As to wine, we could mention half-a-dozen *grands crus* to be found here, but that would be invidious, and moreover not quite a safe proceeding until the bill of fare is visible.

The second group, articles for ship use and for exportation, let in almost everything in the world, and there is a very nice choice collection of silks and tissues of nearly all kinds, especially sailcloths, wearing apparel, plate, jewellery, perfumery, furniture, porcelain, carriages, agricultural implements, pianos and other musical instruments, printing presses, saddlery, photograph and photographic instruments, and a hundred miscellaneous articles, including stationery, colours, travelling equipage, and toys.

One gallery is devoted to machinery, much of it in motion, and including specimens of the mechanical means used in most of the common trades, such as chocolate manufacture, confectionery, cork cutting, shoe making, the production of mineral waters, ice, &c.

The garden is now bright and gay, the weather being magnificent and the temperature moderate. The Aquarium is the grand attraction there, and its tanks receive accessions every day; amongst the specimens rarely seen alive are half-a-dozen mackerel, a conger eel a yard long, several dogfish, shoals of whiting, gurnet, and grey mullet, flat-fish of almost every variety in great numbers, several large specimens of the *limule*, with its skull-like shell which with its tail makes it look like a gigantic petrified tadpole, many specimens and two or three varieties of the extraordinary cuttlefish, with head like an elephant, yet made up, as it were, of soft fingers, twenty or more of those polypi which Victor Hugo has brought into so much notoriety, and crabs, lobsters, sea-spiders, and other crawling and creeping things too numerous to mention. The Aquarium is really a great success, and not less so its outworks, which now contain five big seals, an immense turtle, a boa of some kind, and some other "wild fowl," as Bottom the Weaver called the lion. The grounds are made gay in the evening by music and lights, and the cafes, restaurants, beer-houses, American iced cream-drinks, Algerian and other shops, give the whole a gay air and recal the Paris Exhibition to the mind.

Havre was crowded the other day for the inauguration of the Exhibition; it is moderately full now, and will doubtless be crowded enough when Brown, Jones and Robinson can escape the noise and dust of the town.

THE CITY BANK.

On the 21st inst. the half-yearly meeting was held at the London Tavern; Mr. Jones in the chair. The directors' report (the twenty-fifth) shows that after paying interest, and providing for bad and doubtful debts, the gross profits, including £3,077 4s. 1d. brought forward from the preceding half-year, amount to £41,734 4s. 10d. The directors, as previously stated, declare a dividend at the rate of 7 per cent. per annum, and carry forward £3,250 2s. 10d. to the new profit and loss account. On the debtor side of the balance-sheet the amount due by the bank on current and deposit accounts, &c., is £2,514,781 18s. 10d.; acceptances against cash in hand, &c., £2,161,689 19s. 10d. On the creditor side are, Exchequer Bills, East India Debentures, and Government Securities, £326,534 9s. 1d.; cash in hand, £533,946 18s. 3d.; and other securities, including bills discounted and loans, £4,383,699 13s.

In moving the adoption of the report, the Chairman observed that the increase in the assets and liabilities showed the satisfactory position of the bank. There was an increase of £2,000 in the item of premises, the expenses incurred in completing the branch in Tottenham-court-road; but henceforth, all the works being finished and the account closed, there would be a decrease from time to time. There was also a slight addition to the current expenses, occasioned by an increase in the salaries. A decrease of between £1,400 and £1,500 in the profit and loss account was caused by the necessity of calling in former debts.

Mr. Sheriff M'Arthur seconded the motion, and Mr. Ball having remarked that while the number of branches and the working expenses had increased there did not appear to be any corresponding addition to the number of transactions, the Chairman replied that the transactions had increased as compared with the previous half-year, when the assets and liabilities were £4,269,711, while now they amounted to £5,298,806, or an increase of a million, adding that the directors had every reason to be satisfied with the progress of all the branches. The falling off in the profits was owing to the very low rate of discount.

The motion was carried, and the directors and auditors retiring by rotation having been re-elected, the proceedings terminated in the usual manner.

LEGAL.

COURT OF ADMIRALTY.—JULY 16.

THE "MAGGIE LESLIE."—JUDGMENT.

Dr. Deane, Q.C., Mr. E. C. Clarkson, Dr. Tristram, and Mr. Pritchard appeared in the cause. Sir R. Phillimore delivered judgment as follows:—

This is a cause of distribution of salvage money awarded by a competent foreign court. The sum awarded appears to have been £11,000, but by some process which I do not exactly understand relative to the exchange and transmission of money to this country, and other circumstances, the sum which it is agreed I have to distribute is £8,250. On the 9th of October, 1867, the barque *Fusiyama*, with a master and seventeen hands, fell in near Gaspar Island, in the East Indies, with the ship *Maggie Leslie* derelict and in very disabled state. I presume, from the amount awarded to the salvors, that the derelict and her cargo must have been of considerable value. The value of the *Fusiyama* and her cargo was about £70,000. The chief mate and four of the crew of the *Fusiyama* voluntered to take the derelict into Batavia, which, after undergoing much personal hardship and being exposed to considerable perils, they accomplished on the 21st day of October, the *Fusiyama* keeping them company for the first five days. The parties among whom I have to distribute the amount awarded are the owners of the *Fusiyama*, her master and crew, who remained on board, and the mate and four men who navigated the *Maggie Leslie*. With reference to the principle upon which the owners of the *Fusiyama* are to be remunerated, I will refer to the following opinion of Dr. Lushington:—"We all know that formerly claims of owners of vessels to participate in salvage did not receive very favourable attention from the judges who preceded me in this chair, but things are now much changed; steam vessels are able to render important services, in which the ship herself is the chief agent." It is my intention to adhere to the principles laid down by my learned predecessor on the subject; but in this case the *Fusiyama* cannot be said to be the chief agent in the salvage service, because she had no steam power, and because she did not tow, or in any way directly assist the disabled vessel, though her attendance upon her for five days is a circumstance not to be left out of consideration. I do not forget the arguments as to the risk to her insurance in consequence of her deviation from her course, nor the peril to which she was subject from the loss of her mate and four of her men for a time. If she had met with bad weather it would have been a very serious circumstance both for the ship and her valuable cargo to have been without her proper complement of hands. The master took upon himself a great responsibility, especially as the salvage was one of property and not of human life, and much additional labour was imposed upon the crew who remained on board. The principal salvors, however, are unquestionably the mate and four men who took the derelict into Batavia, and pre-eminently the mate himself. Bearing in mind these considerations, I shall distribute the salvage award in the following manner:—To the owners of the *Fusiyama*, £1,400; to her master, £900; to the twelve men who remained on board, £1,900; to the mate who navigated the derelict, £1,000; and to the four men who accompanied him, £3,050. The costs of all parties to be paid rateably out of the fund.

Decree accordingly.

[We understand that the owners of the *Fusiyama* have appealed against the above award. The division certainly appears most unjust.]

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of cotton manufactures and yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 16th July. The shipments during the seven months ended 16th July, 1868, compared with those for the corresponding periods of 1867 and 1866, are also given.

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th July, 1868, 4,747,206 yards; for the seven months 1868, 31,268,412 yards; for the seven months 1867, 20,812,834 yards; for the seven months 1866, 24,881,361 yards. Increase for 1868 against 1867, 10,455,578 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1868, 197,760 yards; for the seven months 1868, 874,525 yards; for the seven months, 1867, 1,293,897 yards; for the seven months 1866, 2,689,388 yards. Decrease for 1868 against 1867, 419,372 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1868, 216,280 yards; for the seven months 1868, 1,300,505 yards; for the seven months 1867, 388,547 yards; for the seven months 1866, 376,410 yards. Increase for 1868 against 1867, 911,958 yards.

COTTON YARN.—Export for the month ended 16th July, 1868, 901,600 lbs.; for the seven months 1868, 3,057,810 lbs.; for the seven months 1867, 3,231,376 lbs.; for the seven months 1866, 2,959,528 lbs. Decrease for 1868 against 1867, 173,566 lbs.

VALUE.—For the month ended 16th July, 1868, £149,699; for the seven months, 1868, £1,776,169; for the seven months 1867, £802,783; for the seven months 1866, £987,707. Decrease for 1868 against 1867, £26,564.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th July, 1868, 19,492,218 yards; for the seven months 1868, 120,934,845 yards; for the seven months 1867, 53,236,403 yards; for the seven months 1866, 63,548,990 yards. Increase for 1868 against 1867, 67,698,442 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1868, 427,895 yards; for the seven months 1868, 4,734,811 yards; for the seven months 1867, 7,068,515 yards; for the seven months 1866, 8,039,379 yards. Decrease for 1868 against 1867, 2,333,704 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1868, 79,095 yards; for the seven months 1868, 2,595,297 yards; for the seven

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months 1867, 3,048,114 yards; for the seven months 1866, 2,705,731 yards. Decrease for 1868 against 1867, 452,817 yards.

COTTON YARN.—Export for the month ended 16th July, 1868, nil; for the seven months 1868, 66,200 lbs.; for the seven months 1867, 151,132 lbs.; for the seven months 1866, 48,800 lbs. Decrease for 1868 against 1867, 84,932 lbs.

VALUE.—For the month ended 16th July, 1868, £352,672; for the seven months 1868, £2,123,292; for the seven months 1867, £1,298,243; for the seven months 1866, £1,823,862. Increase for 1868 against 1867, £825,049.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th July, 1868, 667,186 yards; for the seven months 1868, 12,208,560 yards; for the seven months 1867, 10,970,395 yards; for the seven months 1866, 18,356,784 yards. Increase for 1868 against 1867, 1,238,165 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1868, 119,200 yards; for the seven months 1868, 1,181,636 yards; for the seven months 1867, 2,516,107 yards; for the seven months 1866, 1,861,896 yards. Decrease for 1868 against 1867, 1,327,477 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1868, 101,500 yards; for the seven months 1868, 345,266 yards; for the seven months 1867, 532,302 yards; for the seven months 1866, 2,012,432 yards. Decrease for 1868 against 1867, 187,036 yards.

COTTON YARN.—Export for the month ended 16th July, 1868, 44,150 lbs.; for the seven months 1868, 2,835,041 lbs.; for the seven months 1867, 1,426,353 lbs.; for the seven months 1866, 1,149,410 lbs. Increase for 1868 against 1867, 908,688 lbs.

VALUE.—For the month ended 16th July, 1868, £20,399; for the seven months 1868, £382,877; for the seven months 1867, £416,594; for the seven months 1866, £668,810. Decrease for 1868 against 1867, £33,717.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th July, 1868, 3,438,322 yards; for the seven months 1868, 28,597,049 yards; for the seven months 1867, 33,094,350 yards; for the seven months 1866, 32,966,866 yards. Decrease for 1868 against 1867, 4,497,301 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1868, 166,246 yards; for the seven months 1868, 2,255,489 yards; for the seven months 1867, 5,695,411 yards; for the seven months 1866, 4,693,238 yards. Decrease for 1868 against 1867, 3,439,922 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1868, 62,232 yards; for the seven months 1868, 1,022,286 yards; for the seven months 1867, 2,737,612 yards; for the seven months 1866, 2,798,331 yards. Decrease for 1868 against 1867, 1,715,326 yards.

COTTON YARN.—Export for the month ended 16th July, 1868, 88,200 lbs.; for the seven months 1868, 761,709 lbs.; for the seven months 1867, 1,192,617 lbs.; for the seven months 1866, 1,071,113 lbs. Decrease for 1868 against 1867, 430,908 lbs.

VALUE.—For the month ended 16th July, 1868, £65,587; for the seven months 1868, £559,684; for the seven months 1867, £965,496; for the seven months 1866, £1,077,665. Decrease for 1868 against 1867, £405,812.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th July, 1868, 2,188,371 yards; for the seven months 1868, 8,632,718 yards; for the seven months 1867, 10,967,839 yards; for the seven months 1866, 19,283,417 yards. Decrease for 1868 against 1867, 2,335,121 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1868, 596,151 yards; for the seven months 1868, 4,543,795 yards; for the seven months 1867, 9,342,364 yards; for the seven months 1866, 6,382,737 yards. Decrease for 1868 against 1867, 4,798,569 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1868, 470,776 yards; for the seven months 1868, 3,433,938 yards; for the seven months 1867, 9,568,955 yards; for the seven months 1866, 5,148,302 yards. Decrease for 1868 against 1867, 6,135,917 yards.

COTTON YARN.—Export for the month ended 16th July, 1868, 62,230 lbs.; for the seven months 1868, 323,445 lbs.; for the seven months 1867, 390,555 lbs.; for the seven months 1866, 349,230 lbs. Decrease for 1868 against 1867, 67,110 lbs.

VALUE.—For the month ended 16th July, 1868, £73,021; for the seven months 1868, £358,220; for the seven months, 1867, £724,666; for the seven months 1866, £796,358. Decrease for 1868 against 1867, £366,446.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th July, 1868, 2,101,410 yards; for the seven months 1868, 8,974,207 yards; for the seven months 1867, 9,080,764 yards; for the seven months 1866, 5,056,298 yards. Decrease for 1868 against 1867, 106,557 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1868, 1,083,111 yards; for the seven months 1868, 7,891,900 yards; for the seven months 1867, 9,953,364 yards; for the seven months 1866, 6,471,244 yards. Decrease for 1868 against 1867, 2,061,464 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1868, 49,107 yards; for the seven months 1868, 587,895 yards; for the seven months 1867, 634,768 yards; for the seven months 1866, 105,593 yards. Decrease for 1868 against 1867, 46,873 yards.

COTTON YARN.—Export for the month ended 16th July, 1868, 23,500 lbs.; for the seven months 1868, 175,203 lbs.; for the seven months 1867, 87,026 lbs.; for the seven months 1866, 33,750 lbs. Increase for 1868 against 1867, 88,177 lbs.

VALUE.—For the month ended 16th July, 1868, £60,967; for the seven months 1868, £359,786; for the seven months 1867, £493,166; for the seven months 1866, £313,424. Decrease for 1868 against 1867, £133,380.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th July, 1868, 3,601,133 yards; for the seven months 1868, 13,561,311 yards; for the seven months 1867, 11,167,573 yards; for the seven months 1866, 9,076,191 yards. Increase for 1868 against 1867, 2,393,738 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1868, 27,161 yards; for the seven months 1868, 448,080 yards; for the seven months 1867, 967,124 yards; for the seven months 1866, 1,070,546 yards. Decrease for 1868 against 1867, 519,044 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1868, 333,697 yards; for the seven months 1868, 1,345,483 yards; for the seven months 1867, 1,737,419 yards; for the seven months 1866, 8,233,264 yards. Decrease for 1868 against 1867, 391,966 yards.

COTTON YARN.—Export for the month ended 16th July, 1868, 83,100 lbs.; for the seven months 1868, 286,960 lbs.; for the seven months 1867, 142,995 lbs.; for the seven months 1866; 489,009 lbs. Increase for 1868 against 1867, 143,965 lbs.

VALUE.—For the month ended 16th July, 1868, £75,697; for the seven months 1868, £273,512; for the seven months 1867, £326,423; for the seven months 1866, £419,065. Decrease for 1868 against 1867, £52,911.

Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
July 13	Melissa	Wiese	Bangkok, for Bremen	Falmouth
— 15	Alaric	Theakstone	Bassein	Liverpool
— 18	Leopold Graaf van Limburg Stirum	Kenker	Batavia, for Rottrdm.	Off Dungeness
— 20	Mic Mac	Robinson	Bassein	London
— 10	Eugene and Adele	Neveu	Macao	Havana
— 16	Peter Symons	Cummings	Colombo	Plymouth
— 15	Formica	Thorsen	Singap., for Trieste	Gibraltar
Jne. 21	Altagracia	Landa	Macao	Havana
— 26	Ville de St. Lo	Dubois	Do.	Do.
Jly. 20	Martin	Dahl	Rangoon	Liverpool
— 3	W. G. Russell	Jewett	Manila	New York
— 18	Star of Jamaica	Sack	Colombo	Deal
— 14	Pudel	—	Akyab, for Hamburg	Off the Land's
— 19	Gemini	Pallott	Colombo	London
— 17	George Shotton	Bailey	Saigon, for Hamburg	Off Falmout
— 18	Ellen	Hunter	Samar., for Amstrdm.	Do.
— 20	Assyrian	Mearns	Shanghai	London
— 20	Corsair	Rees	Foochow	Do.
— 18	Cora Linn	Chant	Saigon	Falmouth
— 18	Egmont and Hoorn	Frudden	Singapore	Liverpool
— 19	Borneo	Card	Rangoon	Do.
— 19	Channel Queen	Lenfesty	Yloilo	Falmouth
— 19	Fairy	Lahn	Bangkok	Do.
— 7	Nabob	Cobb	Shanghai	New York
— 6	Fearless	Drew	Manila	Boston
— 21	Hans	Eisenmenger	Bangkok	Off Falmouth
— 14	Tonia	Werner	Bali, for Rotterdam	Off Scilly
— 15	Bezoekie	Reckers	Batavia, for Rottrdm.	Do.
— 22	Jessie Isabel	Ochiltree	Colombo	London
— 18	Julia	Van Loon	Tjilatjap, for Mdelbg.	Off Dungeness
— 21	Mermaid	Tyson	Rangoon	Liverpool
— 19	Triton	Schey	Batavia	Brouwershav
— 22	Harvest Home	Teulon	Singapore	Liverpool
— 22	Kinfawn's Castle	Holmes	Do.	Do.
— 24	Alexander II.	Pieper	Do., for Trieste	Gibraltar
— 14	Cecile	Reuter	Do. do.	Do.
— 2	Mysore	Fayet	Macao	Havana
— 23	Monkchester	Hastings	Hong Kong, &c.	London
— 19	Foam	Werner	Sourab., for Rottrdm	Off Dungeness
— 23	Ilione	Rapson	Colombo	London
— 21	Electra	Landweer	Batavia, for Amstdm.	Off Portland
— 23	Iris	Jansen	Saigon	Cowes
— 10	Coringa	Fellows	Manila	New York
— 22	Buston Vale	Marshall	Colombo	Off Falmouth
— 21	Schiedam	Kuypers	Batavia	Brouwershaven
— 21	Casimir Delavigne	Godrieul	Saigon	Belle Isle
— 24	Acacia	—	Ceylon	Deal*
— 23	Fetisch	Greiff	Saigon	Falmouth
— 22	Parana	—	Yokohama	Off do.
— 23	Sydpolen	Silversparre	Sourab., for Stckhlm.	Falmouth
— 24	Ocean Spray	Miller	Saigon	Do.
— 24	Veritas	Nyborg	Akyab	Do.
— 23	Bonnie Lassie	Hamon	Bangkok, for Bremen	Off do.
— 23	Kergood	Wilkie	Colombo	Off the Lizard
— 25	Olano	—	Manila	Downs

* With loss of bowsprit.

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
—	St. Gravenhage	—	Batavia	Rotterdam
July 11	Liberator	Robinson	Galle	Sunderland
— 17	Eliza	Rivargo	Manila and Yloilo	Glasgow
—	Jannetje	—	Batavia	Rotterdam
— 8	Margarita	Olans	Manila	Penarth Roads
— 17	Mikado	Ilbery	Hong Kong	London
— 17	Alice	Pounder	Penang	Do.
— 17	Sophie	Green	Shanghai	Do.
— 18	Cissy	Spencer	Hong Kong	Do.
— 18	Eunomia	Gronow	Cardiff and Galle	Do.
—	Martha	—	Hong Kong	Hamburg
— 21	Florence Nightingale	Beard	Singapore	London
—	Maria Sarah	Eyk	Batavia	Rotterdam
—	Catharina	Visman	Singapore	Do.
— 20	Joseph Haydn	Hunteman	Trincomalee	Newport
— 18	Nelly	Poilbot	Hong Kong	Cardiff
— 18	Otto	Fiesling	Batavia	Penarth
— 20	Sunnyside	Teviotdale	Colombo	Liverpool
— 21	Helen's Bank	Harris	Singapore	Cardiff
— 21	H. F. Haman	—	Java	Shields
— 23	Palmerston	Seagrove	Colombo	London
— 22	Edith Marion	Brown	Galle	Newport
— 18	Abyssinia (s.s.)	—	Do.	Greenock
—	Batavia	—	Batavia	Amsterdam
— 14	Orient	—	China	Newcastle
— 22	Portinscale	Sharp	Japan	Liverpool
— 22	Tinnevelly	—	Galle	Shields
— 22	Golden Age	—	Ceylon	Do.
Jun. 28	Lamentin	Moyon	Saigon	Bahia*

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

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At LONDON.—For Yokohama: Solent. For Yokohama and Nagasaki: Chrysolite. For Amoy and Foochow: Chanticleer. For Shanghai: Merse, Carnarvonshire, Corsair, Monkchester, Assyrian, Sarah Nicholson. For Hong Kong: Dunkeld, Sir Henry Havelock, Crested Wave. For Batavia and Sourabaya: Gefle. For Singapore, Hong Kong, and Shanghai: United Service (str.). For Singapore: Petchelee, Bristow, Star of Jamaica. For Colombo: Hesperia, Miranda, Star Queen.

At LIVERPOOL.—For Yokohama: Mattie Banks. For Shanghai: Northfleet. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.). For Singapore: Peter, Naworth. For Manila: Flora, Hong Kong, Aurora. For Batavia and Sourabaya: Cap Horn. For Galle: Johanna Engels.

At GLASGOW.—For Singapore: Malacca. For Batavia and Sourabaya: County of Elgin. For Penang: James Paton. For Colombo: Oriental.

SPOKEN.

JOHANN (Dutch barque), Samarang to Rotterdam, 35 S., 19 E.
MARY GOODOUGH (Am. ship), Baltimore to Japan, 129 days out, Mar. 30.
JAMAICA, Colombo to London, June 28.
ANN STANILAND, Colombo to London, 73 days out, May 24, 10 S., 13 W.
SALVADORA (Dutch ship), Batavia to Rotterdam, July 9, 49 N., 8 W.
HOHENZOLLERN, Cardiff to Singapore, May 15, 41 S., 6 W.
FRIEDE, Batavia to Amsterdam, out 67 days.
UNITED SERVICE (barque), Colombo to London, out 80 days, 13 S., 10 W.
PALESTINE, Colombo to London, out 71 days, 11 S., 11 W.
HENRY GLENFELL, Swansea to Singapore, March 27, 3 S., 23 W.
STAD OUDENZAAL, Rotterdam to Hong Kong, July 15, 49 N., 6 W.
MARIA (Dutch brig.), Sourabaya to Amstm, 143 days out, 47 N., 22 W.
JOSEPHINE BERNHARDINE, Batavia to Amsterdam.
NIEUWE WATERWEG, Batavia to Rotterdam, June 8, 10 N., 28 W.
SYRENE, for Galle, June 4, 7 S., 31 W.
LAMENTINE, Marseilles to China, May 31, 4 N., 35 W.
NESTOR, Batavia to Rotterdam, June 19, 8 N., 23 W.
S. VAN HEEL, for Java, June 19, 8 N., 23 W.
ISAURE, Singapore to Marseilles, June 22, 11 N., 30 W.
MARIE, Bali to Rotterdam, July 13, 47 N., 20 W.
FAIRY, Colombo to London, May 18, 19 S., 1 W.
INEZ DE CASTRO, Batavia to Rotterdam, June 29, 46 N., 27 W.
EMPEROR ALEXANDER, Batavia to Amsterdam, May 24, 31 S., 14 E.
ALHAMBRA, Colombo to Navin (?), July 18, 48 N., 12 W.
BLAIR ATHOL, Colombo to London, June 4, 6 N., 23 W.
FRANCES (barq.), Ceylon to London, May 20, 32 S., 35 E.
COUNTY OF BUTE, from Java, June 2, 36 S., 20 E.
SAN REMO, Singapore to London, May 17, 19 S., 1 W.
WHITE EAGLE, Colombo to London, July 6, 40 N., 36 W.
HELEN, Siam to Falmouth, July 5, 48 N., lon. 22.
NARCISSE, Singapore to New York, May 17.
KANAGAWA, Batavia to Amsterdam, May 24.
VICE-ADMIRAL MAY, Java to Amsterdam, April 15, 7 S., 10 E.
BASTIAAN POT, Batavia to Dordrect, May 26, 35 S., 25 E.
MAGDALENA (Hamb. barq.), Bangkok to Falmouth, June 5, 36 S., 21 E.
GATESHEAD, Phillipine Islands to Falmouth, June 6, 36 S., 20 E.
BELLA MARIA (Span. ship), Manila to London, June 16, 28 S., 7 E.
JACOBA, Batavia to Rotterdam, June 17, 29 N., 39 W.
LADY TURNER, Sunderland to Galle, May 31, 3 N., 24 W.
WALMER CASTLE, Macassar to London, June 21, 27 N., 39 W.
INFANTA ISABEL, Manila to Liverpool, July 9, 42 N., 33 W.
MARIA (Dut. barq.), Amsterdam to Sourabaya, April 3, 40 S., 11 E.
ELIZABETH, Colombo to London, May 4, 35 S., 17 E.
LEESBOUG (?), Manila to London, 40 N., 33 W.
KNIGHT OF SNOWDEN (?), Singapore to Liverpool, July 12, 49 N., 8 W.
CALARAGUE (?), Penang to London, May 22, 34 S., 14 E.
EARL OF MAR, Bangkok to Falmouth, June 24, 39 N., 31 W.
ARAB STEED, Singapore to London, July 12, 44 N., 18 W.
FELIZ, Manila to Liverpool, July 17, 48 N., 12 W.
ELOISE AND LOUISE, Tyne to Singapore, May 22, 7 N., 23 W.
CECILIA (barq.), from Singapore, May 9, 27 S., 20 E.
JESSIANNA, Sourabaya to Amsterdam, May 26, 21 S., 1 W.
ELWINA, Foochow to London, June 30, 45 N., 11 W.
SEA SNAKE, Colombo to London, July 14, 46 N., 14 W.

FREIGHTS AND CHARTERS.

Berth freights to the eastern ports remain firm at previous quotations. Coal freights from the northern outports are somewhat lower.

Current rates of freight for vessels on the berth:—To Yokohama: 45s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 42s. 6d. weight, 40s. meast. To Chefoo: 60s. weight or meast. To Foochow: 50s. weight or meast. To Hong Kong: 42s. 6d. weight, 30s. meast. To Amoy: 50s. weight or meast. To Singapore: 35s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. — For Yokohama: £48. For Shanghai: £48. For Hong Kong: £40. For Singapore: £28. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 4s. For Shanghai: £2 8s. For Hong Kong: £1 16s. For Manila: £1 17s. 6d. For Singapore: £1 5s. For Galle: £1 5s.

The Admiralty have accepted the Petchelee for the conveyance of 82 tons meast., blankets, from the Thames to Singapore.

CASUALTIES.

Advices from Pernambuco, dated June 29, state that during a gale on the night of the 25th June, the Prime, Martineau, from Bordeaux to Batavia, which had arrived there on that day, parted her cable and drifted to the northward, but returned June 28th and went into port to procure anchor, cable, &c., and a supply of provisions.

MISCELLANEOUS.

At St. HELENA.—June 15, Boanerges, Dunn, from Sourabaya, and sailed 17 for Amsterdam; 17, Almelo, Tjebbes, from Batavia, and sailed 18 for Amsterdam; 18, Augusta May, Brown, from Colombo, and sailed 19 for London; 24, Grootmeester Nationaal, from Padang, and sailed for Rotterdam.

At CALLAO.—June 2, Devonshire, Durkill, from Shanghai; and sailed 8 for Chinchas, 6, Isabella, Cooper, from Shanghai; and sailed 11 for Chinchas.

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JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

TO PARENTS IN INDIA AND CHINA.

THE ADVERTISER (who is the wife of a professional man), is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

Address "T.," "London and China Telegraph" Office, 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

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NORTH CHINA MARINE INSURANCE COMPANY.

ESTABLISHED IN SHANGHAI, 1863.

DIRECTORS.

W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman.
E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.
John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and Co., Agents, Hatton-court, Threadneedle-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

Subscribed Capital ...	...	f.80,000,000 ...	£3,200,000
Capital paid up	... ...	70,000,000 ...	2,800,000
Do.	Mar. 15, 1868	10,000,000 ...	400,000
Do.	Sept. 15, 1868	10,000,000 ...	400,000
Reserved Fund	... ...	20,000,000 ...	800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin China), Bourbon (Reunion).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice, and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1868.

THE SAIGON ADVERTISER & SHIPPING GAZETTE.

A SUMMARY of Commercial and Shipping Reports from SAIGON, and a Record of Progress in COCHIN CHINA.

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*** Post-office Orders to be made payable to FRANCIS FISHER, 2, Castle-court, Birchin-lane, Cornhill, London, E.C.

THE NORTH-CHINA INSURANCE COMPANY.

(Established 1st January, 1863.)

Capital, Tls. 1,500,000, in 1,500 Shares, for Tls. 1,000 each.

PAID UP CAPITAL, TLS. 300,000, OR TLS. 200 PER SHARE.

PROVISIONAL COMMITTEE.

W. J. BRYANS, Esq., Chairman (Messrs. Turner and Co.).
F. H. BELL, Esq. (Messrs. W. R. Adamson and Co.).
A. MICHIE, Esq. (Messrs. Chapman, King, and Co.).
E. H. LAVERS, Esq. (Messrs. Gilman and Co.).
F. PORTER, Esq. (Messrs. Gibb, Livingston, and Co.).

(DIRECTORS OF THE COMPANY, 1866-8.)

AT a GENERAL MEETING, held on TUESDAY, the 12th day of MAY, 1868, the following resolutions were passed, relative to the continuance of the Company for a further period of three years from the 1st January, 1869; and notice is hereby given that applications for shares in the annexed form will be received at the offices of the Company until 31st October, 1868.

Applications for shares from persons not resident in Shanghai must be accompanied by a power of attorney to their agents to sign the deed of settlement on their behalf, and generally to represent them in all matters connected with the Company.

In accordance with the resolution passed at the meeting of 18th November, 1867, a separate office of the Company will be opened in London on 1st January, 1869.

By orders of the Court of Directors,
JOHN S. MACKINTOSH, Secretary.
Shanghai, 15th May, 1868.

FORM OF APPLICATION FOR SHARES.

No.

To the Provisional Committee of the North-China Insurance Company.

GENTLEMEN,

hereby request that you will allot to shares in the above Company, and agree to accept such shares, or any less number you may allot to ; and agree to pay the first call of Tls. 200 per share, and all subsequent calls, and to subscribe the deed of settlement whenever required to do so.—Gentlemen, your obedient servant,

.....

RESOLUTIONS REFERRED TO ABOVE.

Res. I. That a company to be called the "North-China Insurance Company" shall be formed for a further period of three years, from 1st January, 1869, to 31st December, 1871.

Res. II. That the Directors for the time being of the present Company be appointed to act as a Provisional Committee to organise the new Company.

Res. III. That this meeting recommends that the Provisional Committee should adopt as the basis of the new Company that the capital should be Tls. 1,500,000 in 1,500 shares of Tls. 1,000 each; paid up capital, Tls. 300,000, or Tls. 200 per share, and that the Committee be authorised to issue a prospectus inviting applications for shares and to proceed with the allotment.

WHARVES.

SINGAPORE.

NOTICE.

THE undersigned call the attention of Masters and Agents of Vessels discharging at this Port to the great advantage to be gained in point of convenience, despatch, and economy, by making use of their WHARVES at NEW HARBOUR.

With the assistance of Steam Cranes, a general cargo can be landed easily in a few days—or in about one-fifth of the time usually occupied discharging in the roads.

There are large, dry, and very commodious brick Godowns on the Wharves, which vessels have *free* use of for cargo while discharging.

The trouble and disputes with, and pilfering of cargo common among boatmen are avoided by vessels using the Wharves.

Cartage of cargo to the town (which is within easy distance) is guaranteed to be not more than lighterage from the roads, and the coolie hire discharging alongside is less.

There is always a large stock of the best English and Welsh coals on the premises, which are supplied to steamers at the lowest market price, and vessels going alongside to take in or discharge coals pay *no* wharfage.

Vessels discharging cargo pay a wharfage of 20 cents per ton—a trifling charge when the immense advantages gained are taken into consideration.

Arrangements have been made by which all repairs to ships or steamers can be done with despatch while the vessels are lying alongside the Wharves.

There is an efficient European pilot on the premises, and, when required, a steam tug is always available.

THE BORNEO COMPANY (LIMITED).

Singapore, April 6, 1868.

ROBERT COCKS and Co.'s NEW MUSIC—HAPPY BE THY DREAMS. The favourite Ballad, transcribed for the pianoforte by BRINLEY RICHARDS, 3s.; free by post for 19 stamps

BRINLEY RICHARDS' THE BELLS OF ABERDOVY, Welsh Melody, transcribed for the pianoforte, solo and duet. By post for 19 stamps each.

BRINLEY RICHARDS' JENNY JONES, Welsh Air, for the pianoforte. Free for 19 stamps.

THE BRIDGE, Miss M. LINDSAY (Mrs. J. Bliss), for the pianoforte, by BRINLEY RICHARDS. Free by post for 19 stamps.

NEW VOCAL DUETS AND BALLADS, By ALICE. "Pray tell me the Wish of thy Heart," Duet, 3s. "Linked with many Bitter Tears," Ballad, 3s. "Parting Whispers," Duet, 3s. "A Tiny Bark," Ballad, 3s. "Over my Heart," Song, 3s. "New Hearts and Faces," Duet, 3s. All at half price, with an extra stamp for Postage.

NEW SONGS AND BALLADS. "'Tis not the Loss of Love's Assurance," Song, by HORATIO A. ROBLEY, 3s. "Those Bright Dreams," Romance, by SPERANZA (Auber), 3s. "The Light of Home," Song, 3s. "Farewell," Song, by Enoch Arden, 3s. "Oh, the Happy Days Departed," words by CHAS. MACKAY, music by FRANZ ABT, 3s. All at half price (post free) with an extra stamp for postage.

THE GIPSY COUNTESS. Duet for Soprano and Tenor. By the Composer of "The Flower Gatherers," "What are the Wild Waves Saying?" &c., 4s. Free for 25 stamps. "Was greeted with loud and continuous applause, and had to be resung before silence could be obtained." — Dorset County Chronicle.

The same for the pianoforte. By W. S. ROCKSTRO. 4s. Free for 25 stamps.

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Hamilton's celebrated Miniature Course of Harmony and Composition, in the form of Catechism. Five books, each 2s. and 3s.

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CANADIAN NEWS.

Every Thursday, price 4d., post free 5d.

CONTENTS, Thursday, July 23rd, 1868: Progress of Canada—Fisheries—Gold Fields—The Intercolonial Railway Loan—Emigration—British Columbia—Nova Scotia's Protest, &c., &c.

Office: 11, Clement's-lane, City, E.C.

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SEASON—1868.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 18th February, to Tuesday, the 20th November, inclusive.

Telegrams must be addressed "GRANT, KIACHTA."
If Express, "GRANT, KIACHTA," Express.
Express Telegrams may be wired on any day of the week.

CHARGES.

Twenty words or under	Tls. 15
Thirty "	20
And for every additional ten words or under	5 extra
Express Telegrams, any number of words	150 "

The charges are payable by the receiver to Messrs. HALL & HOLTZ, Agents, Shanghai, within THREE DAYS of delivery, otherwise 20 per cent. will be added to the above rates.

Agents at Shanghai . . .	Messrs. HALL & HOLTZ.
" Tientsin . . .	" FERGUSSON & Co.
" Kalgan . . .	" MATRINSKI & KAZANTZOFF.
" Ourga . . .	" TSIDAM ARIEFF.
London Agency . . .	LONDON & CHINA TELEGRAPH OFFICE, 2, Cowper's-court, Cornhill.
Head Office	KIACHTA, ORIENTAL SIBERIA,

C. MITCHELL GRANT, Proprietor.

ARRANGEMENTS FOR 1868.

The Proprietor has made arrangements to run six couriers per month in May and June, in the event of delay in the transmission of telegrams by the Russian Telegraph Service. It may not be generally known that the delays during the last season were occasioned by the overflowing of the Rivers Irtisch, Obi, and Yenessei; upwards of 500 versts of Telegraph Line were swept away from time to time. As such inundations occur only once or twice in a century, the Proprietor hopes that the precaution he has taken will prove unnecessary. During the latter two months of last season the line worked very well, and Telegrams were delivered to and from Europe in 18 days; the average time being as follows:—

London and Kiachta by Telegraph	2 days.
Kiachta and Tientsin by Courier	12 "
Tientsin and Shanghai by Steamer	4 "
Total ...	18 days.

A courier having been killed by a fall from his horse last year, the telegram bag was lost, and has not yet been recovered. In order to prevent a recurrence of the inconvenience, it is the intention of the Proprietor to open all telegrams addressed to his care, and forward duplicates by the subsequent courier to their respective addresses, unless he be specially notified to the contrary. The number of stations in Mongolia will be doubled this year. Contracts have been made to deliver telegrams between Kiachta and Tientsin in twelve days; the non-fulfilment of the contracts as to time entails a penalty upon the contractors of from 1 to 3 taels per hour (6s. to 18s.), thus giving a guarantee that delay will not occur.

After the first two months of the season, which are the most severe as regards the climate, the contractors will reduce their contract time to ten days.

C. MITCHELL GRANT.

KIACHTA, January 2nd, 1868.

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OVERLAND ROUTE.—

Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for

GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY. — From Southampton, every Saturday.

CEYLON, MADRAS, CALCUTTA, BATAVIA, SINGAPORE, CHINA, JAPAN. — From Southampton every fortnight—the day of departure being Saturday.

AUSTRALIA, KING GEORGE'S SOUND, MELBOURNE, SYDNEY, &c., &c. — From Southampton, once a month—the day of departure being Saturday.

The Steamers leave Marseilles every Sunday.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 9th, 16th, and 24th, and from PANAMA on the 1st, 9th, 17th, and 24th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 15th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departures for China will be from San Francisco:—

August 3rd, Sept. 1st, Oct. 3rd, Nov. 2nd, Dec. 3rd.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month at 4.30 P.M. for—
MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month at 4.30 for—
MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendome, Paris.
FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.
From Havre, July 16.
From Brest, July 18.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto. 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co., Agents, 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, New Zealand and Australia, Japan and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.
For New Zealand and Australia ... ... — 2nd of each month.
For Japan and China... ... — 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

INDIA AND CHINA.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following first-class VESSELS:—

Port.	Ship.	Class.	Dock.	Dates.
Bombay.....	Glen Tilt ...	A1 7 yr.	E.I.D.	Aug. 1.
Do.	Chatham ...	A1 12 yr.	E.I.D.	Aug. 5.
Do.	Brit. Consul	AA1	E.I.D.	Aug. 12.
Kurrachee...	Cospatrick...	A1 13 yr.	E.I.D.	July 25.
Calcutta	British Flag	AA1	E.I.D.	July 23.
Do.	King Arthur	AA1	E.I.D.	Aug. 3.
Do.	Bacchus.....	AA1	E.I.D.	Aug. 20.
Shanghai ...	Merse	A1 13 yr.	E.I.D.	July 25.

For Freight or Passage apply at 8, York-street, Manchester; or No. 27, Leadenhall-street, London, E.C.

SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Carnarvonsh	A1 14 yr.	W.I.D.	July 31.
Do.	Corsair	A1 20 yr.	W.I.D	Aug. 10.
Kanagawa...	Chrysolite ...	A1 14 yr.	W.I.D.	With des.
Singapore ...	Petchelee ...	Brcklbnk	W.I.D.	With des.
Sing., H. K., & Shang.	U.S.Serv.(s.s.)	A1 17 yr.	E.I.D.	Aug. 12.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, Kingstreet, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

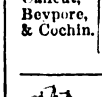
Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Monkchester	A1 12 yr.	E.I.D.	Aug 10.
Do.	Kate Carnie.	A1 13 yr.	E.I.D.	To follow
Hong Kong..	Sir Henry Havelock..	A1 13 yr.	E.I.D.	With des.
Yoko. (Kanagawa)...	Solent.....	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatn	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo ..	Miranda ...	A1 15 yr.	978	W.I.D.	Withdes
Do.	Oen. Buty	A1 16 yr.		W.I.D.	Do.
Bombay ...	Isabella Hercus...	A1 13 yr.	569	E.I.D.	Do.
Mangalre., Cnnanre., Calicut, Beypore, & Cochin.	Caroline Hutchins	A1 11 yr.	287	W.I.D.	Do.
	Milbrook...	A1 9 yr.	650	W.I.D.	Do,

No. 22, Great St. Helen's, E.C.



KURRACHEE DIRECT (under engagement to H.M. Government for the conveyance of troops), the fast-sailing ship COSPATRICK, A1 13 years, 1,200 tons register; ALEXANDER ELMSLIE, Commander; loading in the East India Docks. This ship has commodious accommodation, and will carry a surgeon, and is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, London, E.C.

With immediate despatch.

To follow the "Palmerston." Having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid high-classed British-built ship MIRANDA, A1 10 years, 456 tons register, J. GOOD, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

With very quick despatch. Having the greater portion of her cargo engaged.

DIRECT for BOMBAY, the fine fast-sailing clipper ship ISABELLA HERCUS, A1 13 years, 569 tons register, THOS. BREMNER, Commander; loading in the East India Docks. This magnificent vessel, well known in the Indian trade, is strongly recommended to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

With immediate despatch. To follow the "Miranda," having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid new high-classed clipper-built Ship OCEAN BEAUTY, A1 16 years, 596 tons register, ROBERT WATSON, Commander, late of the "Royal Bride;" West India Docks. This magnificent vessel, built expressly for the Colombo trade, and newly coppered, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

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To follow the "Milbrook." Will meet with Quick Despatch.

DIRECT for MANGALORE, CANNANORE, CALICUT, and COCHIN, the beautiful clipper ship CAROLINE HUTCHINGS, A 1 Eleven Years: 287 tons Register; G. H. COTHER, Commander; West India Docks. This splendid clipper, well known for her fast sailing qualities, offers a favourable opportunity to Shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

To follow the "Maid Marian." Will be very Quickly Despatched, having the greater portion of her cargo engaged.

DIRECT for MANGALORE, CALICUT, BEYPORE and COCHIN, the beautiful clipper ship MILBROOK, A 1 Nine Years; 328 tons register, 650 tons burthen; J. SMITH, Commander; West India Docks. This splendid clipper has just been re-classed A 1 for six years, and newly metalled, and offers the best opportunity to Shippers of fine goods.

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N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

With despatch.

FOR HONG KONG, the new fast sailing clipper CRESTED WAVE, A1 13 years, 345 tons register, JOHN RENOUF, Commander; East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, E.C.

With Despatch.

FOR HONG KONG, the fast-sailing Clipper CHANNEL QUEEN, A1 11 years; 609 tons register; NICHOLAS LANFESTY, Commander, East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C.

With Quick Despatch.

FOR SHANGHAI, the well-known Clipper ASSYRIAN, A1 10 years; 555 tons register; ANDREW MEARNS, Commander, East India Docks. This ship is favourably known in the China trade, and strongly recommended to shippers.

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C.

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The London and

China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 288.] LONDON, MONDAY, AUG. 10, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	June 1
Yedo	—	—	June 10
Yokohama	April 18	June 7	June 13
Nagasaki			
Hakodadi			
CHINA — Peking	—	—	June 9
Tien-tsin	—	—	June 12
Chefoo	—	—	June 11
New-chwang	—	—	June 7
Hankow	—	—	June 14
Kiu-kiang	—	—	June 15
Chin-kiang			
Shanghai	Apr. 24	June 8	June 20
Ningpo	—	—	June 17
Foochow	—	—	June 19
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	May 18	June 24	June 26
Canton	—	—	June 25
Macao	—	—	June 25
PHILIPPINES— Manila	Apr. 24	June 11	June 19
COCHIN-CHINA— Saigon	—	—	July 1
SIAM — Bangkok	—	—	June 22
BORNEO—Labuan	—	—	June 10
Sarawak	—	—	June 18
JAVA — Batavia	—	—	June 26
MALACCA STRAITS— Singapore	May 22	June 23	July 4
Penang	May 18	June 20	June 27

THE MAILS, &c.

The present inward Mail arrives on its due date according to the P. and O. Company's time-table. The next mail, with Hong Kong dates to July 10, will be due on the 24th inst. Telegrams in advance of it were received in London (*via* Galle) on the 29th ult.; those of the succeeding mail (July 24) are not yet in. *Via* Kiachta, the latest telegrams from Shanghai are to July 15.

The rupture in the Malta and Alexandria Cable has been promptly repaired, and it is now working as usual.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Pèluse, arrived at Marseilles, August 5.—From Shanghai: M. Angoux. From Hong Kong: Messrs. Petel, Tamet, Sevillano, Tenorio, Amable, Malpica, Pameo. From Saigon: Messrs. André, De Bonnay, Penot, Mdme. Marrot. From Batavia: Messrs. Ernst, Milker, Van der Bye, Cormellin, Busc, Burke, Verskunzen, Mr. and Mrs. Arthur, Mr. and Mrs. Baker. From Singapore: Messrs. Marty, Montalos, Meester, Champenois, Bernecker. From Galle: Messrs. Masson, Barris.

By this mail, to Marseilles, per P. and O. steamer Massilia, arrived August 7.—From Shanghai: Mr. W. Lowder, Mr. C. Rees. From Hong Kong: Mrs. Hunter and two daughters. Mr. Harpes. From Singapore: Mr. and Mrs. Von Kerchun and two sons, Capt. and Mrs. Hoogenstracken, Mr. and Mrs. Wood, the Hon. W. Cairns, Mr. and Mrs. Walker and three children. From Galle: Mr. S. Fielder, Mr. R. E. Piens, Capt. the Hon. E. R. Bourke.

To Southampton, per P. and O. steamer Poonah, expected to arrive Aug. 14.—List not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer Syria, from Southampton, August 8.—To Hong Kong: Captain and Mrs. Sim. Mr. Cardross Grant. To Ceylon: Mr. J. A. Swettenham, Mr. and Mrs. Still.

Per P. and O. steamer Ceylon, from Southampton, August 22.—To Shanghai: Mrs. Freer. To Singapore: Mr. J. D. Vaughan.

Per P. and O. steamer Bangalore, from Marseilles, August 30.—To Shanghai: Mr. W. Tod. To Ceylon: Miss Bertram.

Per P. and O. steamer from Southampton, Sept. 5.—To Singapore: Mr. C. Ross, Miss Isabella Petrie.

Per P. and O. steamer from Marseilles, Sept. 13.—To Ceylon: Mr. and Mrs. Crowe. From Suez.—To Ceylon: Mr. and Mrs. Morgan.

Per P. and O. steamer from Southampton, Sept. 19.—To Hong Kong: Mr. and Mrs. F. M. Brown, Mrs. Emily Price, Mr. D. Adam Smith, Mr. Von Glehn. To Singapore: Dr. J. D. Treacher. To Batavia: Mrs. Blake. To Ceylon: Rev. W. Clark, Master Henry Baker, Miss Baker, Miss Marshall, Miss Townsend.

Per P. and O. steamer from Southampton, October 3.—To Ceylon: Mrs. and Miss Duncan.

Per P. and O. steamer from Marseilles, October 11.—To Hong Kong: Mr. R. Brand and friend. To Singapore: Mr. T. G. Knox. To Ceylon: Mr. and Mrs. J. D. Harn and child, Mrs. Heath.

Summary of News from the Far East.

JAPAN.

OSAKA AND HIOGO.

Advices from these ports reach to the 31st May. There is no political news, but the following extracts from a letter, dated Kobé, May 31, contain some interesting gossip about the new settlement:—

"The only event of the slightest importance has been the visit of Sir Harry Parkes to Osaka, to present his credentials to the Mikado, and of this you are already aware. One circumstance in connection with the audience is perhaps worthy of note. The conference was attended by the captains of the several men-of-war, the lieutenant in command of a gunboat, and by the Admiral's Secretary and Flag-Lieutenant, as well as by the Minister and Assistant-Secretary of Legation. H.B.M.'s Vice-Consul at Osaka was, however, excluded from the audience, and had to remain outside in the cold. This may appear a trifling matter, but must have an effect upon the Japanese very injurious to the future influence of the Consul. I believe that under any circumstances a vice-consul ranks with a commander, and it is difficult to conceive why he should have to yield precedence to an admiral's secretary, but even were it otherwise it appears most imprudent to give the Japanese to understand that the representative of Great Britain in so important a city as Osaka is not of sufficiently high rank to have access to the Mikado. They can only conclude that with us, as well as with them, the trading classes occupy a very low position in the social scale. A somewhat similar mistake has been made in Kobé. The Governor of the district of Hiogo is a prince, and lest anything should come between the wind and his nobility our Consul, although he is graciously permitted to have audience with him upon extraordinary occasions, is instructed to communicate generally with Ito, a Vice-Governor or Commissioner, at Kobé. Any Japanese of whatever rank can address the Governor direct, but the representative of the majesty of Great Britain is virtually debarred from this honour, and must approach his High Mightiness through an inferior official. The inference to be drawn by the Japanese is plain.

"The foreign concession, or the 'Sand-Patch,' 'Swamp' or 'Desert,' as the residents affectionately term it, remains an incubus upon the hands of the officials and a monument harder than brass to the imaginary skill of those who planned and executed it. The Japanese, with a perseverance worthy of a better field of labour, continue to delve and level and make drains, but we no longer hear an early date fixed for the sale, and they are evidently beginning to despair of turning it to any account. They have now dug four large water courses, or rather small rivers, across it, which 'roll down their golden sands' on to the beach, and the tsuboes lost by these drains are in a fair way of being reclaimed from the sea, as sandbanks of noble proportions are rapidly forming at the outlet of each beyond the heap of stones called a sea wall. In fact the whole of the bay in this direction is rapidly shoaling, and a dangerous spit is daily extending itself from the west point of the Camber. This latter construction is entirely useless now after half ebb, and although the Japanese are constantly digging at the sand in a desultory manner, it is evident that nothing but a powerful dredge will ever keep it navigable for cargo boats. It is said that the whole of the settlement is to be raised five feet, but as this five feet will probably consist of more sand where too much already exists, the remedy is scarcely likely to succeed. We are curious to know what the upset price will be if, as was at first stated, the Government is to be reimbursed for the entire outlay. In the meantime foreigners have availed them-

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selves to some extent of the permission to purchase land and houses in Kobé, and if fire insurance could be obtained they would be quite content to see the desert abandoned to its native inhabitants, the owl and the bat, &c.

"As our harbour becomes more frequented its great inferiority in every respect, as compared to that of Hiogo, cannot be overlooked. I am told by people who have taken pains to ascertain the fact for themselves, that when the water is breaking over the sea-wall here there is scarcely a ripple in Hiogo Bay. If the native trade here increases at all there will be great inconvenience for want of room, as even now the junks are unpleasantly close together in the best part of the anchorage. It is quite certain that the village of Kobé can never be the site of the important foreign settlement that will be required here by this time next year.

"There is nothing new or interesting fron Osaka. Two firms represent the resident foreign community, which is occasionally increased by visitors from Kobé. No word is heard as to the sale of the concession, which is now used as a people's park by the native population, who come in swarms to picnic under the trees and look at the foreigners. It is stated in the regulations for trade that a revision was to take place in six months. This time will expire at the end of June instant, but I do not hear of any steps being taken to have the port opened. If the Ministers or any one of them really wish to consult the merchants, they have now a capital opportunity, as it cannot be said that they would serve any private interests by so doing. Upon the action now taken will depend the future prosperity of foreign trade in Japan."

YOKOHAMA.

Advices from Yokohama by the English mail delivered to-day are to the 14th June. The London mails of the 10th and 18th April arrived out on the 31st May and 7th June respectively.

The *Japan Times*, in noticing the arrival of the new French Minister, Mons. Outrey, and noticing the approaching departure of Mons. Roche, states that though it has been their misfortune to differ with him on many important points of commercial policy, they have invariably given him credit for the same honesty of purpose which they trust they have shown themselves on the side opposed to him, and in leaving Yokohama he carries with him the respect, at least, of those—including the *Japan Times*—who have most vehemently attacked him. The above paper states: We have to report a state of political affairs rather calmer than at the date of our last; the *ronins* have for the time retired from the vicinity of Yedo, and the city, by last advices, was quiet enough. More than one fire has taken place there and at Kawasaki, midway between us and the capital; but fires, incendiary or accidental, are really such an ordinary feature of normal Japanese social life that they excite no more attention than accidents to omnibus horses in London. Ohara Sakino no Gijiu, who disappeared at the time when Arisugawa no Mia was reported to have been killed—a report, by the way, which has never been denied, though not officially confirmed,—has turned up again, and we now hear of his having applied to the American Minister for the *Stonewall*, offering whatever balance may be due on her. General Van Valkenburgh will probably receive his instruction by the next American mail; meanwhile he preserves a dignified neutrality, and the *Stonewall* remains gathering barnacles in our harbour.

The *Japan Herald* takes a less favourable view of political matters; it says the political horizon is gradually becoming more gloomy and overcast, and threatens again to spread dissension and bloodshed throughout the country. "Rumours still reach us of skirmishes and the concentration of forces in the vicinity of Yedo, in which Aidzu and his Northern allies have met with general success; our prediction as to the increasing want of confidence in the present Southern confederation was apparently not ill-founded, as is evinced by the steady growth of sympathy and proffers of assistance for those leaders of the Northern interest who, up in arms, refuse in their own names and in the name of the Tokugawa clan to submit to the arrogant and humiliating terms dictated to them by their ambitious rivals, Satsuma and Chosiu."

The *Japan Times* says: "We announced, a month ago, the imminent dismissal of Mr. Dohmen from the office of Municipal Director. This has lately occurred, and the post has been thrown open to a semi-public competition. The community of Yokohama are to vote for what candidates present themselves, and the three names at the head of the poll will then be submitted to the Board of Consuls, who will select one for recommendation to the Japanese Government for the appointment. Before our next report is published the election will be over, and we shall, probably, then take the opportunity of making a few remarks upon the subject. The contest for the situation, which is hardly worth having, pecuniarily, is confined to four candidates, Messrs. Boyle, Benson, Williamson and Seare. A fifth name, that of Mr. Wirgman, the editor of the *Japan Punch*, has been sent in, but we presume this to be only a joke. It is a singularly bad one."

Advices had been received from Hakodadi of the destruction by fire of the godowns belonging to Mr. Alex. P. Porter, with their entire contents. This sad event occurred on the 29th of April, the fire only ceasing after destroying the Russian Hotel (adjoining Mr. Porter's dwelling-house), the establishments of Lindsay and Co., Dent and Co., Wilkei and Co., the American Consulate, and a large number of native houses.

NAGASAKI.

The steamer *Osaka*, belonging to Messrs. Kroes and Co., which was expected at Shanghai from Nagasaki with the despatches for the present homeward mail, had not arrived, and a rumour was current that she had been seized by the British authorities, charged with the international crime of conveying Japanese troops to ports at which civil war is raging. We hope the report is not true. The *Osaka* was lying at Yokohama on the 13th instant, according to the Japan shipping lists.

The following is from Messrs. Alt and Co.'s Market Report, dated May 30th:—

Imports.—We are again obliged to advise a continuation of the stagnation in our piece goods market. Sales of cotton and woollen goods of all descriptions have been on the most limited scale. Native dealers have ample stocks on hand, and no money to make fresh purchases, even when goods are offered at tempting rates. A variety of goods were sold three days ago by public auction, comprising nearly 3,000 pieces of woollen and worsted manufactures. The only purchasers were foreigners, though the sale was attended by the principal native dealers, and the prices realised were such as must have left heavy losses to the importers. Quotations must be considered nominal. Lead is inquired for, and the market has been cleared at quotations. Tin and Tin Plates are not wanted, and stocks are small. For Nail Rod Iron there is but little inquiry.

Exports.—A good business has been done in Vegetable Wax during the past month, and prices have been well maintained, though supplies have come forward freely. The market for Gall Nuts has been cleared at advancing rates. In Tobacco no operations are reported, stocks are small, and there are no buyers at the moment. In Tea a few settlements of Old Leaf have been made, and small musters of New Crop have been shown, but the Tea is not expected down in bulk for three weeks' time. The crop is said to be large, but it is too soon to form an opinion on this subject.

Exchange.—We quote Bank paper on London at 4s. 5d. for six months' sight. On Shanghai, drafts at 10 days, 1 per cent. discount to par. On Hong Kong, no rate is quotable. The prices of Bous has risen rapidly, and may to-day be called 288 to 294 per 100 dols., but the market is very uncertain.

Freights.—To London, £4 per ton of 50 cubic feet. For Shanghai, 3 dols. 50c. to 4 dols. per ton of 40 cubic feet. To Hiogo, 4 dols. per ton.

CHINA.

TIENTSIN.

The following letter by H.B.M. Consul at Tientsin, on the subject of improved communication with the Chaitang coal mine, is not encouraging; but the permission to foreigners to work mines which is now looked forward to as certain must involve permission to make communications with them also. We have reason to believe, moreover, that the representations as to engineering difficulties and opposition by the inhabitants have a very slight foundation. How far the Feng-shuy may be opposed we know not; but the Chinese owners of the mines are most anxious for a road.

H. B. M. Consulate, Tientsin, 5th July, 1868.

Sir,—I regret much to inform you that the report made by the officers who were lately deputed by the Tong-li-yamen to examine into the practicability of constructing a good cart road, for the transport of coal from the Chaitang mines, is most decidedly unfavourable.

There is at present therefore no reasonable ground of hope that the Chinese Govenment will either make such a road or permit any private individuals to make it, and H.B.M. Minister is of opinion that no progress in the matter can be immediately looked for by any diplomatic action on the part of foreign Powers.

The road cannot be made, according to the report, first on account of engineering difficulties; secondly, because the local popular feeling is against it; and, thirdly, because its construction would injure the Feng-shui. It might be shown, perhaps, on the other hand, that the engineering difficulty is surmountable, and that the popular dislike is only partial; but the Feng-shui argument is unanswerable, and the third objection therefore is insuperable.

It is better then that you, and any others who are interested in the northern coal question, should recognise this fact, discouraging as it is, and give up all present hope of seeing the Imperial Government take any steps to improve the means of transit to Chaitang, either by road or rail.—Your obedient servant,

(Signed) J. Mongan, Consul.

J. Henderson, Esq., Tientsin.

SHANGHAI.

The London mail of 24th April arrived out on the 8th June, and telegrams to the 25th May. Dates are now down to the 20th June. The clippers *Leander*, *Titania*, *Forward Ho*, and *Taitsing* had sailed for London with new teas.

The following summary is from the *North China Herald*:—

The matters of local interest that we have to record are the trials for libel of the editors of three of the local newspapers. The editors of the *Evening Express* and *Friend of China* were charged, at the instance of Mr. Barnard, with publishing a series of silly libels against that gentleman. They were each found guilty, and sentenced, respectively, to pay 25 and 30 dollars fine, and the

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costs of the case. In the course of his speech at the preliminary investigation, Mr. Barnard denounced the defendants in rather emphatic language, which was duly reported in the columns of the *Daily News*. Mr. Tarrant, feeling aggrieved thereat, and alleging, moreover, that the case was unfairly reported, brought an action for libel against the editor of that paper; but the magistrate dismissed the application, holding that the report was privileged, and that the prosecutor had failed to show malice. Seven other libel cases are pending, in all of which the local newspapers are concerned; so the court and community are likely to have a surfeit of this branch of law.

An interesting letter has been received from Mr. T. T. Cooper, dated Ta-tsian-loo, on the extreme western border of China. His funds are exhausted, and he has had to borrow tls. 150 from a stranger who kindly aided him in Sze-chuen. We are glad to hear that H.B.M. Consul has refunded this sum out of the public money. Mr. Cooper has abandoned his intention of crossing to Sudya on the Brahmapootra, having neither sufficient instruments nor funds. He purposes trying to cross Thibet, into Nepaul; and if he fail, to work southward and enter Burmah by way of Tsantah and Bhamo.

The French exploring expedition from Cambodia arrived here per *Plymouth Rock* from Hankow.

The Spanish Minister and his suite are expected here at the beginning of next month from Peking. A man-of-war will await his Excelleney to take him across to Japan, there to conclude a treaty.

Pending the construction of our new Supreme Court buildings, various alterations have been made in the old Court room at the Consulate, which greatly improve the accommodation, both for the judges and officers of the Court, and for spectators. We speak comparatively, because there is still much to desire, especially in matter of space, that can only be expected in the new buildings; but in the meantime the change is greatly for the better.

The *Formosa* has brought up divers and a quantity of apparatus from Hong Kong, with which she has gone down to assist at the wreck of the *Benares*. Some damaged silk brought up from the wreck of the *Benares* by the *Formosa* was sold by public auction. The prices for 49 bales ranged from tls. 155 to tls. 310 per bale:—1 bale, tls. 100; 3 bales common, tls. 90; 13 bales waste silk, weighing about 2 to 300 lbs., tls. 100 per bale. In piece goods—20 pieces brought the lot tls. 230; 9 do., tls. 112.50; 38 pieces Ponjee, tls. 256.50.

The ballot for the committee of the Shanghai Rifle Club has resulted in the election of Messrs. Cameron, Harton, Milsom, Thorne, and Sibbald.

An advertisement in the Melbourne *Argus* deserves notice. The 1,000-ton steamship *Albion* is advertised to leave Sydney for the Fiji Islands and Japan on the 1st May. Direct steam communication between Australia and Japan!

A meeting of shareholders in the Shanghai General Hospital has been held, at which it was shown that the revenue during eighteen months up to 31st December, 1867, had been tls. 30,018, against an expenditure of tls. 26,287. The excess of revenue had been mainly derived from the increased charge imposed during 1867 on second and third-class patients. A more satisfactory position of funds having been now attained, it was resolved to reduce the third-class scale again to 1 dol. 50c. During the year 479 patients were treated; the mortality was 11·9 per cent. A report by Drs. Coghill, Sibbald, and Galle recommends various changes in the constitution of the hospital—amongst others a reduction in the number of attendants, and the engagement of a house surgeon, who should also act as secretary.

At the meeting of the North-China branch of the Royal Asiatic Society, held on Tuesday last, the Rev. Dr. Jenkins, of the United States Consulate, read a translation of the Foh-ki or Memorials of Music, illustrative of the notion of the ancient Chinese respecting music. Dr. Macgowan made a communication on the Fogs of the Yangtsze and how to neutralise them. Mr. Kingsmill read portions of Mr. Cooper's Journal.

We hear that the following changes are likely to occur shortly in H.B.M.'s Consular service. Mr. Winchester goes home on leave, and Mr. Medhurst takes his place. Mr. Caine, from Swatow, succeeds the latter at Hankow, and Mr. Alabaster goes to Amoy. Mr. Markham relieves the latter at Chefoo, Chinkeang being handed over to the charge of a consular assistant. Mr. Lay, from Taku, succeeds Mr. Hughes at Kiukiang, the latter going home on leave.

We understand that the North German steamer *China*, which salved a quantity of silk and rendered general service to the P. and O. steamer *Benares*, has accepted 20,000 taels as full compensation.

Mr. F. Jenkins, son of the Rev. Mr. Jenkins, interpreter at the United States Consulate General, says the *Friend of China*, was examined by the United States Consul to-day, touching the part he took in that Corean expedition led by Captain Moller, of the Prussian steamer *China*, the other day. The inquiry resulted in his having to give bonds in 5,000 dols. to appear when called for, that being about the sum total of all his interest in the concern, we expect. Mr. Tettenborn does not intend to let Mr. Oppert off so easily, it is said.

The P. and O. Company have announced the wreck of the *Benares* for sale by auction.

KOREA.

Some attention has again been directed to Korea; the North-German steamer *China* and the U.S.S. *Shenandoah* have both returned from journeys thither. The doings of the former are not yet known fully, and have been the subject of some comment. During her trip she stopped at several points of interest along the coast. The people were found to be very friendly, and well-disposed towards foreigners, but were unable to trade in consequence of the objection of their officials. The general appearance of the country is reported to be very fine indeed. The Government, though paying tribute to China, as a matter of form, is still quite independent, and does not—at least through its agents, wish any foreign intercourse whatever. This fact was shown in a marked manner upon the occasion of a visit at one place, where the landing party had previously been well treated by the natives. While grouped under the walls of the city, and near one of its gates, and conversing through their interpreter with the inhabitants inside the city gate in a most friendly manner, the party, consisting of some twenty-five persons, were suddenly fired upon by a large military force armed with matchlocks, stationed behind the walls, and caused the death of two men, and the wounding of one. Leaving the dead under the walls, the visitors retreated precipitately to their boats still under fire from the city walls, but without sustaining further casualties. Before this *rencontre* the fate of the *General Sherman's* crew was learned from the officials, who stated that all on board were beheaded, and not burned alive, as had been previously reported. The schooner was said to be lying an unbroken wreck on the banks of the river where the massacre took place.

The *Shenandoah* found the people to be civil enough, unarmed, and curious to know, but reticent of any knowledge they possessed. They use the Chinese characters, and nearly all of them appear to be able to read and write. As surveying was one of the objects in coming here, the officers immediately set to work to measure their base line, and establish some triangulation points. At one point, a small island or patch of rocks abreast of a creek on the other side of the river, a boat's mast was put up and an old piece of bunting as a signal to work on, and a few moments after it was put up the natives took it down. It was seen from the ship, and during the mid-watch a light was observed to be kept burning there the whole time. In the morning the signal was up again, but over it was a white object, which a boat was sent to examine. It proved to be the following communication:—"Of what country are you? For what purpose come you here? On what month and what day did you start, and from what place did you come all the way here? Are you all well after your journey of 10,000 le through winds and waves? Is it your design to barter merchandise, or is it your design simply to take a view of the hills or rivers? Or do you rather wish to pass by to other places and return to your native land? All under the whole heaven are of one original nation. Clothes and hats are very different, and language is not the same, yet they can treat each other with mutual friendship. What your wish really is please make known, and do not conceal anything. A particular reply returned to this island will be very acceptable.—The region of the Yellow Sea. Local Magistrate of Au-You."

This document does not amount to much, but it was evidently written in a friendly spirit, and the captain answered in the same manner, but did not tell his object. The answer was tied to the staff on "Station Isd," which thenceforth became the post-office. Shortly after this was received a second paper, in which the "Local magistrate of Au-You" is suddenly transformed into the "Local magisturate of San Hwo." He asks many questions, and finally comes down to the pitch of his paper—the *General Sherman*. He admits that a foreign vessel came to this river a year ago, and says that she was received kindly by the people, "with presents of fruit, provisions, &c." He goes on to say that about this time "the men of the vessel became hateful." They refused to listen to the local magistrates, who advised them not to ascend the river, as there was nothing to be gained. The vessel pushed her way to the capital of the province. "Every day, riding on the tide." Then they captured and confined a mandarin high in authority, and destroyed several other vessels, killing and robbing broadcast. The capture of the mandarin exhausted the patience of the people, and "several tens of thousands of soldiers and people could not restrain their indignant rage." A "ruction" was the result of this coalition of soldiers and citizens, and attack was commenced by sending burning rafts against her. Her magazine was exploded, and every soul on board destroyed. "Up to this time," says the paper, "inquiry has failed to discover the nation of the man Tsay, or his vessel." It appears Tsay (whoever he was) called himself a Frenchman, and from the prominence of his name throughout the document, they thought he was the captain.

HONG KONG.

The London mail of 8th May arrived out on the 15th June, and the French mail of 18th May on the 24th June, with London telegrams to the 5th June.

A very serious mistake has it appears been committed by the gunboat *Algerine* in her late cruise. The *Daily Press* thus describes the affair:—

"A very painful discovery has been made in connection with the engagement the *Algerine* lately had, as described in the last

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report, with a fleet of Chinese junks, supposed to be pirates, down the west coast. One of these, it will be remembered, was captured and brought into Hong Kong. It was here ascertained after a while that the fleet had not been a pirate fleet at all, but had simply been composed of Canton trading junks on their way to Hainan, which had been sailing in company for their own protection. It must be understood that the trading junks are almost as much in fear of the Chinese Government gunboats as of the pirates. Latterly in particular, these revenue cruisers have been levying blackmail at sea, over and above the regular duty which the Chinese merchants have paid on their goods. Of course such proceedings were utterly illegal, but the victims had no remedy at their disposal. To resist the cruisers they had, it seems, determined to sail on this voyage strongly armed, and in company. Of course it is very painful to think that a British gunboat attacked them with round shot and grape, and slaughtered immense numbers of innocent persons. That the junks brought their misfortune on their own head, by pertinaciously refusing to show their papers, is but an imperfect consolation. The *Algerine* had a Chinese mandarin on board, by whose authority she attacked the junks, and whether he was misled by their character, or deliberately made use of the English gunboat as a tool with which to wreak vengeance on the native merchants who had succeeded in escaping from the Government 'squeeze,' is a question not easy to answer."

The sale of the Hong Kong Mint to the Japanese Government is announced for the sum of 70,000 dols.

THE GAMBLING ORDINANCE.

In our last number we gave the report of the Chamber of Commerce, and we are not surprised to receive by this mail the copy of a letter addressed by the Governor to the Secretary, from which we extract a portion. Such an undignified document signed by a governor we have never seen. The Chamber may have committed some indiscretion in the matter, but under no circumstances can any governor be justified in writing such an insulting and sarcastic despatch, and we cannot understand how Mr. Austin, the Colonial Secretary, could affix his name to it.

The following paragraphs will show the style of the document.

"Of the thirteen gentlemen out of thirty-seven who attended the meeting there was a majority in favour of expressing an immediate opinion, and this haste led to the adoption of the extraordinary resolution that a measure which had almost broken up the illegal gaming haunts of the criminal population had 'injuriously affected the trade of the colony.'

"One gentleman indeed asserted that "trade to his knowledge had fallen off 25 per cent. among the small traders, who had no doubt given up their business because they thought they could make an easier living at gambling!" The same gentleman, who, it may be remarked, was not even accurate in the facts which he could have ascertained, and who over-estimated the amount of the annual licence-fee paid to Government by nearly 100,000 dollars, argued as follows:—'The 7 per cent. (on the profit to the licencees) must be made from all bets out of which the 250,000 dollars (?) paid to the Government was supposed to come, and he would like to inquire what amount of gambling capital must be involved in the affair in order to produce a profit to the farmer. Mr. Taylor had suggested a total profit of 500,000 dollars (!), and this at 7 per cent. would produce over 7,000,000 of capital," &c.

"It is to be hoped that the mercantile business of the eminent firms represented by some gentlemen at the meeting is not always conducted on a system which has no better foundation than the above argument.

"Nothing, however, appeared too unlikely, or was actually too inconsistent with fact, for the indulgent humour of the Chamber on that occasion. Thus, Mr. Taylor, the originator of the meeting, and a gentleman for whose singleness of purpose and upright motives his Excellency has the highest respect, appears to have been so amiably credulous as to inform the meeting that 'when the Governor first came to the colony he had put down gambling for about two weeks without himself knowing it. He had sent round officers to say he would not allow gambling in any form, but the Chinese after waiting for a fortnight saw no proclamation on the subject and heard nothing further; they consequently concluded that they were the words of a man who did not mean what he said,' &c.

"It seems almost incredible that any grown up person could have believed that the Chinese secret gaming haunts, which had for years been kept in full operation despite of the police and the laws, should suddenly have been closed at a rumour that the Governor intended to issue a "Brutum fulmen" in the shape of a proclamation requesting obedience to laws which had been for years openly defied, notwithstanding the heavy penalties for their infringement. It is due to the Chinese, whose sagacity is impugned, to say that there never was any foundation whatever for such an inference."

In the letter alluded to, the Governor appears to admit that the receipts from the gambling licenses will be, by permission of the Home Government, appropriated to police purposes.

THE "ALGERINE" AMONG THE PIRATES.

The following account of the raid on pirates made by the gun boat *Algerine*, taken from the *Daily Press*, was unfortunately shut out of our last issue:—

On the 27th of May H. M. gunboat *Algerine*, having received on board a mandarin from Kowloon, left this port for the neighbourhood of Mirs Bay. The original intention when the gunboat first started was to endeavour to capture a junk or snake boat, which had committed a piracy just outside the harbour, and with this view Mr. Deane, acting superintendent of police, and Inspector Daly were taken on board on leaving, to give any additional information they could with reference to the pirates. The two above-mentioned officials were put ashore at Stanley Bay; the gunboat immediately proceeded to Mirs Bay, where she arrived on the evening of the same day (27th). The first search was made in the district of Namho, but the scoundrels could not be found; however, the mandarin of Namho gave information of another piratical craft, and on the strength of the news was taken on board. The gunboat then coasted down the east side of the bay to Taiwan, where a suspicious looking junk was found at anchor. The pirate, as she proved to be, was empty, the men having taken everything out and bolted on the approach of the man-of-war. The crew of the *Algerine* endeavoured to pursue the junk men up the hills, but to catch the nimble scamps was a matter of difficulty, so the chase was soon abandoned. The pirate craft, although small, was taken to Namho, and there burnt to the water's edge, the mandarin of Namho at the same time being put ashore.

On the 28th May during the forenoon a cruise round the bay was taken without any result, so in the afternoon the gunboat made for Harlaein Bay, arriving during the evening, and anchoring for the night. On the morning of the 29th the *Algerine* went round Harlein Bay, and thence to Bias Bay, but seeing nothing the gunboat's head was put up for Ty-pong Bay, were the anchor was dropped for the night. Started for Stanley Bay on the following morning, and on arrival there communicated with the commodore. On the 31st May the trip to the Westward was commenced, a preliminary cruise round the islands adjacent to Hong Kong being first made, after which the gunboat bore up for Macao, anchoring there for the night. After a stoppage at Macao of one day, the *Algerine* left for the Westward on the 2nd instant, and arriving at Namoa the same evening, remained there for the night.

On the 3rd June, the day on which the fight took place, the *Algerine* left Namoa at 7.30 A.M., and proceeded to cruise round the harbour of Mongchows. Seeing, however, that there were no junks in the vicinity of the island they left for the eastward, and at 12.30 P.M., when about between Hawchean and St. John's Islands, fell in with a fleet of ten junks, of from 200 tons to 350 tons, all heavily armed, the largest carrying twelve guns and the remainder nine guns. The commander of the *Algerine* and also the mandarin, having strong suspicions as to the character of the junks, the gunboat was run within hailing distance, when the mandarin called to them, asking them where they were from and where bound to. The reply was that "they were from Macao to Hainan." The mandarin then called to one of the junks to send her papers on board the *Algerine* for examination; to this demand, however, no attention was paid. The request was several times repeated, but without effect, so at last Commander Domville thought it high time to bring the gentlemen to their senses. A shot was accordingly fired across the bows of one of the large junks, as a firm intimation of the gunboat's intention of having her requests complied with, at the same time the *Algerine* being brought round with the intention of keeping in close company with the junks. Immediately it was perceived that the *Algerine* intended to follow the pirates, six of them then brought their broadsides to bear, and opened a smart and rapid, but ill-directed fire on the gunboat, thus commencing hostilities. The *Algerine* was at this time about 800 or 900 yards from the junks, and on perceiving that fighting was meant, returned the fire of the junks with good effect. This continued for about an hour and a half, the pirates all the time running through the water with a fresh breeze, the gunboat keeping up under steam. The junks fought remarkably well, signalizing each other with flags, and evidently having some organisation amongst themselves. During the hour and a half mentioned the gunboat kept about the same distance, viz., 900 yards, occasionally throwing a shell, which must now and then have done considerable execution, if the yells and shouts from one or other of the junks could be taken as a criterion.

About three P.M. one of the bolts in the gunboat's side, to which the breeching of the large gun was shackled, drew, thereby causing the gun to be dismounted from the slide and put out of action. This accident left the *Algerine* with only one 24-pounder gun to fight the junks, with thirty or forty. When, by dint of great exertion, the big gun was again got into working order a large junk, which had separated herself from the fleet, was singled out and chased, the others temporarily escaping. On boarding this junk it could not be proved that she was one of the six who had first opened fire, but as her guns were all loaded and supplies of ammunition placed on deck, her captain was taken out and put on board the gunboat, and all the guns thrown overboard. This having been done, the pursuit after the other junks was then recommenced, and they were overhauled at about seven in the evening, at which time it was discovered that an additional four junks had joined the fleet, thus bringing the total number to twelve. Four of the largest and heaviest armed pirates at this time fell behind towards the gunboat, as if with the intention of covering the retreat of the other eight, who were making the most of the fair wind. On the *Algerine* coming up

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with the hindermost junk, which was one of the largest, the captain was again asked, in the most pacific manner, to send his papers on board the gunboat, and also to lower his sails. To this request the scoundrel replied that "if the *Algerine* came any closer he would fire with all his guns." On Capt. Domville receiving this reply he sent a rattling shower of grape into the fellow, which immediately brought forth terrific yells and howlings, thereby leading those on board the junks to believe that the grape shot had fulfilled its errand. This discharge from the gunboat was delivered at about eighty to a hundred yards, and was returned by the junk with spirit. The *Algerine* then proceeded along the whole line of junks at full speed, sending a broadside into every one as she passed, which was gamely returned by the pirates, whose firing however was ill-directed, and generally fell ahead or among the fore-rigging, which was much cut up. On the *Algerine* reaching the end of the line of junks she turned round, and, passing at full speed, got to the last junk again, when she turned about, and twice repeated the manœuvre of giving each pirate a dose of shell and grape in turn.

During all this time the junks were heading towards the land, and at 8.30 P.M., the water beginning to shoal rapidly, the *Algerine* gave a parting round and left them. One of the junks, unfortunately for herself, did not run for the land, but made the best way she could with a fair wind, which on being perceived on board the gunboat, chase was immediately given. Overhauled this pirate about 9.30 P.M., and having fetched her to, with but slight resistance she was boarded, found to be armed with nine guns, viz., two 24-pounders, two 12-pounders, four 8-pounders, and one bow-gun of about from 18 to 24-pounder, which pieces of ordinance were all of British make, being marked B. P. & Co., 1862, all in good condition, and ready loaded, at the same time supplies of shot and powder being at the foot of each gun. There was also from thirty to forty gingals on board, but no muskets, there being, however, about forty good spears or boarding pikes on board. There were about two tons of powder on board, and an ample supply of shot, some of which was of curious make, consisting of bags containing from eighteen to twenty slugs of iron, each weighing somewhere about three ounces. The twenty-five men found on board the junk were taken as prisoners to the gunboat, the late piratical craft being taken in tow to Namoa, where the gunboat and her prize arrived on the morning of the 4th instant, and left for Hong Kong the same evening, arriving at about midnight the following day.

The result of this affair is most satisfactory, as the *Algerine* had to fight against great odds, and was therefore fully occupied in firing into the pirates without thinking of capturing any of them. The captured pirate has on board a valuable cargo, a good deal of which is opium, but the actual value of the contents cannot be ascertained until an examination has taken place, although it is variously estimated at from 8,000 dols. to 10,000 dols. Two of the crew of the junk are rather badly wounded, apparently by shells, one man's hand being smashed, and the other having a severe facial wound, the nose being cut nearly off the face. None of the crew of the *Algerine* were injured in any way, owing to the wild way in which the pirates fired, although there is every reason to believe that they were all old hands, from the systematic style in which they stuck together during the fight. The gunboat was several times struck in the hull by spent balls, the rigging suffering most from the fire, in fact, the narrowest escape during the action was when a large shot passed through the wind sail about two feet above the heads of Commander Domville and Nav.-Lieut. Quinn, who were both standing on the bridge at the time.

BORNEO.

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LABUAN.

A correspondent at Labuan, writing under date June 10, says:—"We are really so pleased with the flourishing state of this small but apparently promising colony, that I think it but right that the doings at Labuan should be known. . . You will, no doubt, be pleased to hear that our worthy and excellent Governor still pursues the same energetic policy with which he inaugurated his Government, and greatly to the benefit and prosperity of this little colony.

"Everything has received an immense stimulus; those who had before despaired of the colony are now quite sanguine that under our present Governor it will become a flourishing centre of trade, though, perhaps, it will never be so important a centre as Singapore, owing to its not being so favourably situated. At present we are unable to predict anything, but all must agree that Borneo is a large island, and it must be allowed that its riches are immense, and if so, what is there to hinder this colony from becoming a grand centre? The native traders about Borneo and the Sooloo Islands will in a very short time (they are now commencing it) bring all their produce to this colony, where they are sure of British protection; this fact has been told to me by a great many of them.

"A short time ago where the present Chinese traders reside there was not a single brick building, whereas now there are no less than a dozen; this in itself is a proof of the prosperity of the colony. We have now a very neat little fish-market (just finished), which stands in the sea about fifty yards from the beach, and which is a great improvement. One may now take a walk in this part of the island in the morning without inhaling the effluvia of fish.

"Rumours are now prevalent that Governor Hennessy will soon be transferred to another and much more important colony; and certainly he well deserves such promotion, for the great improvements he has already made in his present little Government during the short time he has been in power here. Though we all wish him well, yet we think it would be a great pity, I may call it a calamity, to lose him just now, as he has not had time to set everything on a sound and sure footing."

THE COAL MINES.

The news which we recently published about the Oriental Coal Company has been fully verified. The manager, Mr. Alexander Lumsden, is now at work with his new staff, and he reports favourably on the condition and capacity of the colliery. When he was passing through Singapore he received information that the creditors of the old company had obtained judgments against the property in the island, and he appeared to be very uneasy as to the consequences; for, under the former law of Labuan, the compulsory execution and sale should take place ten days after final judgment. However, on reaching the colony he found that Governor Pope Hennessy had taken steps to save the property and protect the interests of all the creditors by amending the powers of the local court, and enabling the judges to extend, at their discretion, the time of compulsory sale from ten days to six months. Acting upon the provisions of this new ordinance, the Governor refused to allow the property to be put into the hands of the bailiff, and he deferred the execution to a distant day. The delay which has been thus obtained was most fortunate, for it not only kept the colliery going till Mr. Lumsden's arrival, but it has enabled him to obtain possession without difficulty and to make satisfactory arrangements with all parties. It has also had the happy effect of inducing the directors of the old company to send out funds sufficient to pay all just claims in the colony. We have some reason to know that the whole of the purchase money obtained by the sale in London, amounting to £7,500, will reach Labuan in a very short time, so that the local creditors, instead of dividing the few hundred pounds which a reckless sale of the plant in Labuan would alone fetch, will now be paid in full.

The new manager, we are happy to learn, was informed by the Governor that the only interference he may expect from his Excellency is a careful inspection and enquiry as to the quality of the coal shipped from the colony. No doubt Governor Pope Hennessy must have heard how the quality of Labuan coal has been depreciated in the market by the disgraceful state in which it has been so often shipped; and if he exercises a proper supervision in this respect, so as to have good sized coal, thoroughly clean, and from the best seams, sent into market, he will still further increase the usefulness and popularity of his administration.

STRAITS SETTLEMENTS.

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SINGAPORE.

Advices from this port are to the 4th July, on which day both the English and French steamers started. The outward mail of May 22nd was delivered on the 23rd June (one day before its time). The latest London telegrams received were to the 15th June (*via* Calcutta). The *Straits Times*' summary of news is as follows:—

"The fortnight has been one of average interest, politically and socially, in our little community.

"The Legislative Council has held two sittings, one on the 22nd and one on the 30th June. At the first the Contagious Diseases Ordinance was read a third time and passed, with a protest by the Hon. Dr. Little, supported by the Hon. T. Scott. At the second sitting the Gunpowder Ordinance was passed, and these two Bills represent the legislative labours of the fortnight. The Ordinances regarding Pilot Licenses and Passenger ships have been postponed for further consideration. An influential deputation waited on his Excellency on the 30th ultimo, and deprecated any interference with existing customs in regard to pilots.

"A great public meeting was held in the Town-hall, on Monday, the 22nd June, in support of the protest of the non-official members of the Council against the Supreme Court Ordinance, in so far as it does not provide for the entire independence of the judges of our courts of the Executive. A petition signed by nearly all the residents and by the principal Chinese merchants goes home by this mail to the Duke of Buckingham and Chandos, praying that our judges shall be in future, as they have been heretofore, absolutely independent of all local interference.

"The *Perseus*, with the *Peiho*, started with Captain Playfair, our Colonial Secretary, on board, on the 30th ultimo, for Acheen, *via* Penang, to make inquiries of the Rajah there regarding the atrocities committed on board the brig *Mydin Bux* a year or a year and a half ago off the Acheen coast. Although somewhat late in the day, this is the right and proper thing to do.

"The steamer *Achilles*, which left Hong Kong on the 18th June, passed through here on the 2nd instant, *en route* homewards *via* Penang, with 2,600 tons of tea on board.

"The Hon. W. W. Cairns, Lieut. Governor of Malacca, goes home by this mail on leave. The hon. gentleman's term of

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office has been too short to call for any comments either in praise or censure."

Commenting on the absence on leave of the Lieutenant-Governor of Malacca, the *Straits Times* says:—"It is said that Captain Ord, Magistrate of Police at Malacca, is to be the Acting Lieutenant-Governor of Malacca during the absence of the Hon. W. W. Cairns in England. The promotion is sudden, considering the gallant captain's previous gubernatorial non-experience, and more especially his display of legal knowledge as Commissioner of the Court of Requests here. But a governor's brother is not to be treated like any common hard-working experienced official who is glad of anything he can get. A correspondent foreshadowed the above notable appointment, and we must suppose that his further prophecy, that Mr. Cairns will *not* return from England, and that Captain Ord's appointment is not to be temporary, but permanent, will turn out true also. If so, we can only say that it will be perpetrating, not only a piece of jobbery, but committing a most cruel act of injustice to older and more competent and experienced officials. Who is to succeed Captain Ord as Police Magistrate and Commissioner of the Court of Requests has not transpired. Mr. Braddell, the Attorney-General, we understand, is performing the duties of Colonial Secretary during the temporary absence of Captain Playfair."

THE MEETING.

The public meeting regarding the Supreme Court above alluded to was held on the 22nd June; A. T. Carmichael, Esq., in the chair. It was attended by a large number of the most influential residents, many of whom made excellent speeches, but the proceedings were too lengthy for us to reproduce in full. We give, however, the principal resolutions, five in number, which were unanimously agreed to:—

1. "That the people of this settlement have long enjoyed, in common with their fellow-subjects in the United Kingdom and India, the great advantage of having the Judge of the Supreme Court independent of the control and interference of the Executive Government, and the meeting desires to record their strong sense of that advantage."

2. "That the meeting views with concern and alarm the constitutional power passed by the Governor of suspending any judge of the Supreme Court, and considers the existence of such a power as most injurious to the administration of justice."

3.—"That the Ordinance constituting a Supreme Court of Judicature is incomplete in so far as no provision is made therein to secure the independence of the Judges from interference on the part of the Local Executive."

4.—"That a Petition of the inhabitants of Singapore embodying the Resolutions just carried be forwarded to the Secretary of State for the Colonies through his Excellency the Governor;" and

5.—"That a Committee, consisting of Messrs. Carmichael, Atchison, and Adamson, be appointed to draw up the said Petition."

The Chairman, in his concluding remarks, said, "In adopting the proposed course it is, gentlemen, clearly to be understood that we do so through no hostile feeling to his Excellency the Governor, or any other member of the Local Government, but from the solemn conviction that this is a question in which the welfare of the settlement is deeply at stake, and as such I think we need not fear but that our petition will receive from the Secretary of State for the Colonies the attention which the matter seems to demand."

PENANG.

It would appear that the feud between the Lieutenant-Governor of Penang and the residents still exists, although the bitterness of feeling at first manifested would appear to be toning down. The two papers of the island are full of letters on the subject. The *Gazette* takes Colonel Anson's part, and maintains him to be perfectly correct and immaculate in all he has done. The *Argus* would appear to be neutral on the questions in dispute. Some further correspondence has taken place between the chairman of the meeting and the Lieutenant-Governor. The *Singapore Daily Times* says:—"Colonel Anson was laconic and vague enough in his first reply, and his second is not much more perspicuous or to the point, but apparently he desires to withdraw from an untenable position. We can hardly imagine he can be so singularly ungracious and selfish as to wish to confine to himself the use of the hill, knowing as he must its importance to the life and health of the inhabitants. Let us hope, therefore, that we have heard the last of the controversy—that the hill will be open as heretofore, and the esplanade put in its normal state."

LATEST TELEGRAMS.

(Received via Galle, July 29.)

Hong Kong, July 9.—Grey Shirtings, 6½ catty, $2.80. Water Twist, 16-24, $130. Cotton, $18½. Total export of Tea to date, 43,000,000 lbs. Exchange on London, 4s. 6¾d.

Shanghai, July 4.—Grey Shirtings, 6½ catty, 2.25 taels. Cotton, 19 taels. Black Tea 3 taels lower. Silk: Active and advancing. No. 3 Tsatlee, 565 taels; settlements in fortnight, 4,500 bales; export to date, 9,700 bales. Exchange on London, 6s. 2½d. Freights, £4 10s.

Advices from Japan announce that an amicable arrangement had been come to between the Northern and Southern Daimios.

Commercial Report.

CHINA AND JAPAN IMPORTS.

Yokohama.—The only feature of the import market worth notice during the fortnight was the demand for Cotton Yarn, which had been large, both legitimate and speculative, for immediate delivery and "to arrive." Prices had risen from $5 to $7, and considerable business had been done. The excitement was over, however, and the market closed very weak. All other goods, Cotton and Woollen, were alike without inquiry, and quotations for them were nominal. Only 650 pieces of Grey Shirtings had been delivered during the fortnight. Stocks of all kinds were heavy, having been increased by the arrivals of the Parmenio from London, and the Sophie et Helene from Bordeaux. Three or four other ships were also due. China Sugars had been lately imported again and forced upon the market; a decline in price was the consequence. Arms continued in good demand. The following were the current quotations:—Cotton Yarn—Nos. 16 to 24, $48.0 to 50.0 per picul; Nos. 28 to 32, $51.0 to 54.0; Nos. 38 to 42, $50.0 to 52.0.—Grey Shirtings: 7 lbs., $2.30 to 2.35 per piece; 8.4 lbs., $2.85 to 2.95; 8.6 to 8.8 lbs., $2.80 to 2.90. White Shirtings: 56 to 60 reed, $3.10 to 3.20 per piece; 64 to 72, $3.50 to 3.70; 68 to 72, $3.70 to 4.10; T-Cloths, 6 to 7 lbs., $1.90 to 2.0 per piece; 7, $2.10 to 2.30; Turkey Red Cloth, 24 yards, $2.80 to 3.10; Spotted Shirtings, White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Brocades, White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Velvets, Black, $9.25 to 9.75; Assorted, $8.0 to 9.0. Camlets: S, $16.0 to 17.0; S S, $15.50 to 16.0; S S S, $13.0 to 14.0; B B B, $16.0 to 17.0; Orleans: Plain, 3.75 to 5.0; Figured, $4.30 to 5.0. Mousseline de Laine: 30 yards, 30 inches, $6.0 to 8.0. Long Ells, $8.0 to 9.50; Lastings, $13.0 to 16.0; Lustres, $4.0 to 5.50; Blankets, $0.55 to 0.60; Iron, Nail-rod, $3.0 to 3.50; Lead, $7.0 to 7.75; Tin, $17.0 to 18.0; Tin Plates, $8.0 to 8.50.

Shanghai.—Cottons: The market had been very quiet, and the bulk of the transactions in Grey Shirtings had been re-sales on the part of needy Chinese holders. The absence of any active demand, on account of the Tientsin dealers, had been the chief cause of the prevailing dulness, and this had been further increased by the arrivals of six ships and one steamer from England with cargoes of manufactured goods. White Shirtings had been in most limited demand at lower prices. T-Cloths of best makes have been in good request, and quotations for such were slightly higher. Drills had met with a good inquiry. Most descriptions of fancy cottons had been quite neglected. Woollens: Spanish Stripes, Medium, Broad, and Habit Cloths, had continued neglected. Camlets had experienced more inquiry at about last mail's figures. Long Ells, both scarlet and assorted, had been in limited demand. Lastings, with the exception of black, had been dull of sale. Figured Orleans had not been wanted. Metals: Of Iron, Nail Rod had continued in good request, other kinds being comparatively neglected. Lead had further advanced in value, and stocks were confined to a small compass. Tin Plates had been in small inquiry. Steel had been asked for at the quotations. Coals: The demand had been less active, and prices were declining. Sales of Cardiff, "to arrive," had been at Tls. 10.5. per ton. In average English nothing had been done, the quotation, nominal, being Tls. 10 per ton. For American, there had been some inquiry at Tls. 13 to 13.5. Australian Coals had been very dull of sale, at Tls. 10.7.5 for Sydneys, and Tls. 9.7.5 to 9.8 for Newcastle. Japan, best, Tls. 7.5, but inferior cargoes sold at Tls. 5.2.5 to 5.5.5. Formosa, Tls. 7 to 7.5. The arrivals have been: 540 tons from Great Britain, 350 tons from America, 2,006 tons from Australia, 470 tons for Japan, and 1,331 tons from Formosa; in all, 4,697 tons, of which 1,319 tons were to order. The quotations at date of mail's departure were as follows:—Cotton Piece Goods: G. E. Grey Shirtings, 38½ yards 39 in. 7 lbs. per piece, Tls. 1.8.6 to 1.9.2; 8¼ to 8½lbs., Tls. 2.2.4 to 2.2.8; 9 to 9¾ Tls. 2.7.5 to 3.2.5; G. E. White Shirtings, 40 yards, 36 in., 52 reed, Tls. 1.9.0 to 1.9.5.; 56 reed, Tls. 1.9.5 to 2.2.0; 60 reed, Tls. 2.1.5 to 2.2.0; 64 reed, Tls. 2.2.5 to 2.3.5; 66 to 72 reed, Tls. 2.4.0 to 2.8.0; American Drills, 40 yds. 30 in., 15 lbs., Tls. 4.2.0 to 4.3.5; Jeans, 30 yds. 30 in., 10½ lbs., Tls. 3.4.0 to 3.5.0; Sheetings, 40 yds. 40 in., 15 lbs., Tls. 4 4.0 to 4.5.0; English Drills, 40 yds. 30 in., 12lbs. to 15 lbs., Tls. 3.9.0 to 4.1.5; T-Cloths; 6 to 7 lbs., 24 yds. 32 in., Tls. 1.5.0 to 2.1.2; 8 to 8.4 lbs., 24 yds. 36 in., Tls. 2.2.0 to 2.4.5; Handkerchiefs, Blue, Tls. 0.6 0 to 0.6.5 per dozen, Brown, Tls. 0.5.0 to 0.6.0; Spotted Shirtings, White, 40 yds. 36 in., Tls. 2.2.5 to 2.3.0 per piece; Dyed, Assorted, Tls. 2.3.5 to 2.4.5; Brocades, White, 40 yds. 36 in. Tls. 2.3.5. to 2.4.0; Dyed, Assorted, Tls. 2.6.0 to 2.8.0; Woollens and Worsteds: Spanish Stripes, Tls. 0.5.5 to 0.7.0; Medium, Broad, and Habit Cloths, Tls. 0.8.5 to 1.1.0 per yard; Camlets, English, S., 56 yds. 31 in., Tls. 13.0.0 to 13.5.0 per piece; S.S., Tls. 12.5.0 to 13.2.5; S.S.S., Tls. 9.0.0 to 10.0.0; Long Ells, Scarlet, 24 yds. 31 in., 12 lbs., Tls. 6.5.0 to 6.9.0; Assorted, Tls. 6.6.0 to 7.0.0; Lastings, 30 yds. 31 in., Tls. 11.0.0 to 12.0.0; Crape Lastings, 30 yds. 31 in., Tls. 7.5.0 to 8.0.0; Lustres, Tls. 4.5.0 to 4.6.0; Orleans, Figured, 30 yds. 31 in., Tls. 3.5.0 to 3.7.0; Plain, 30 yds. 31 in., Tls. 3.3.0 to 3.5.0; Metals: Iron, Flat and Round, per picul, Tls. 2.5.0 to 2.6.0; Nail Rod, Tls. 2.6.0 to 2.6.5; Hoop, Tls. 2.3.0 to 2.4.0; Pig, per ton, Tls. 12.0.0 to 15.0.0; Lead, per picul, Tls. 7.0.0 to 7.2.5; Tin Plates, per box, Tls. 4.8.0 to 5.2.0; Steel, per tub, Tls. 4.0.0 to 4.1.0.

Hankow.—The inquiry had been chiefly confined to cotton goods. Grey shirtings had found buyers to a considerable extent, at an advance of about 5 candareens per piece on previous quotations, latest prices being Tls. 2.2.7 to 2.3.2 per piece for 8¼ lbs. cloth, and Tls. 1.9.2 to 1.9.5 for 7 lbs. The inquiry for fine White Shirtings, noticed in last report, had ceased, and few sales had been effected. T-Cloths, of 7 lbs. weight, had attracted attention at last mail's figures. Drills had improved in position, and prices were firmer. Fancy Cottons showed no improvement. Of Camlets, a few favourite colours have been asked for, but general assortments have been difficult of sale. Lastings had been dull of sale. In Long Ells a further improvement had taken place in Scarlet, HH quality being worth by last accounts Tls. 7.0.0 per piece. Spanish Stripes and Medium Cloths had met with no attention. Figured Orleans had not been wanted.

Foochow.—The only transactions in imported goods since the previous mail had been:—1,000 pieces, 8¼lbs. Grey Shirtings, at $3.40 to

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$3.50 per piece; 300 pieces, 7lbs. T-Cloths, at $2.80 per piece; 1,000 piculs Lead, at $11 to $11.50 per picul.

HONG KONG.—The amount of business transacted during the fortnight had been very limited, owing chiefly to the scarcity of money. The following is from Messrs. Olyphant and Co.'s Circular, dated 25th June:—Cotton Yarn has been in moderate request at former values, and the market closes steady but somewhat more quiet. Piece Goods: Only a very moderate business has been done, and 30 yard English Drills, finest 7 lbs. T-Cloth, and Turkey Reds are the only descriptions that have not suffered a decline. Grey Shirtings are very dull, and 8.4 lbs. are 10 cents lower. T-Cloths, with the above exception, are down 5 cents. 40 yard Drills—both English and American—are again lower. Sales of American have been made at $5.25, one month's credit. Woollens: The market continued very firm, though quiet, until within the past few days, when some holders, apparently anxious to realise so as to take advantage of the advance in exchange to remit, made some slight concessions, and buyers are now unwilling to purchase except at a decided decline for all kinds, excepting Crape Lastings, which are scarce and firm. The majority of holders, however, refuse to make any concessions, and we shall probably again see an upward tendency in values ere long. Metals: Nail-rod Iron is unchanged, Wire steady, and Tin Plates a trifle dearer, but all other descriptions are lower. Coal: Arrivals have been very large, amounting to 8,835 tons Welsh, 4,790 ditto English, 1,735 ditto Sydney, and 1,700 ditto Anthracite—all to consumers, by whom they have been landed and stored. The only sales have been 700 tons Sidney at $11 and 220 ditto Anthracite at $13 per ton ex ship. We quote all kinds lower, especially Anthracite, respecting which advices from Shanghai are not so favourable.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—Arrivals had come forward rather more freely and amounted to about 2,200 piculs, 1,000 piculs of which consisted of new leaf. Settlements were on a par with those of the previous fortnight, and were estimated at about 1,000 piculs, including about 400 piculs of new, which had been settled at prices as quoted. Stocks were somewhat increased, and prices were unchanged, but showed a slight weakness at the close of the market for this mail. The Scawfell sailed on the 6th June for New York with 453,933 lbs., of which about 10,000 lbs. were of the new crop. The current quotations were:—Common, $18 to 22 per picul; Good Common, $22 to 24; Medium, $24 to 26; Good Medium, $27 to 30; Fine, $31 to 32; Finest, $33 to 35; Choice, $36 to 45.

SHANGHAI.—Black.—Owing to the excited state of the Hankow market, and the prices which purchasers there had paid, but few Teas had been offering for sale at this port, holders preferring to secure the good profits which Hankow rates afford to the risk of shipping thence. Settlements consequently had been very limited, and consisted of Kiukiang Tea, with the exception of 2 chops Oanfa, which had realised a profit of about Tls. 2½ over the prices paid for them in Hankow at the opening of the season. The demand appeared to have run chiefly on moderate cost Tea, and prices of these were relatively high. A settlement of Hohow reported at Tls. 28 was of inferior quality to similar class purchased in July last year as low as Tls. 19. The export shows a falling off from that of last year, but by next mail figures for this season will probably show some excess. Settlements on the market, 8 chops, 4,090 chests; re-shipments on owners' account, 82 chops, 46,136 chests; stock, 32,000 chests. The following are the prices that have been paid:—Hohows, Tls. 28 to 34; Oonahms, Tls. 39; Oopacks, Tls. 39. Green.—The new Pingsueys had begun to come in freely from Ningpo during the fortnight, and had been eagerly bought on arrival. Prices were about the same as last year, the later settlements costing nearly 3d. per lb. above home rates. The Teas were good in water, but the make and proportion was somewhat inferior to last season. The bulk of the Teas, especially of the country-packed, was, however, not to hand. Settlements for the fortnight, 12,000 half-chests. Stocks, 8 chops, or 7,000 half-chests. The quotations, duty paid at exchange, 6s. 3d. per tael, and freight £4. 10s., were as follows:—Pingsuey Gunpowder, 1s. 6d. to 3s. 8d.; Pingsuey Imperial, 1s. 3d. to 2s. 6d.; Pingsuey Young Hyson, 1s. 2d. to 2s. 10d.; Pingsuey Twankay, 10d. to 1s. 3d.

HANKOW.—Business was proceeding briskly, 75,000 chests having been bought since the 1st of June, at rapidly advancing rates. In most instances the chops were settled as soon as the musters were shown, and so greatly were the Oanfas in favour that second chops were being paid as high for as first chops. The crop generally was maintaining its reputation for quality, the Oopacks from Sung-yong redeeming the deficiency in the Young-low-tungs. Quotations exhibited an average advance of about 2 taels. Two ships had sailed, leaving three (including the Agamemnon steamer) on the berth. The *North China Herald* says:—A more extensive acquaintance with the teas leads to the opinion that the crop is quite up to an average, and generally is not deficient in the important qualification of strength. The Oopacks from Yang-low-toong are inferior, but from Suun-yang are superior in every respect to last year's crop. The Oonams throughout compare most favourably with those of the previous season. The settlements since last mail have been 130 chops, 74,907 chests, contracts 15 chops, 11,855 chests, making a total of 86,762 chests. The closing quotations at exchange 6s. 2⅛d., and freights £4. 10s. were:—Oopacks and Cheong-sou-kias—Finest, 2s. 3½d. to 2s. 7¼d. per lb.; Medium to Fine, 2s. 0¼d. to 2s. 3¼d. Oonams—Fair Medium to Fine, 1s. 7½d. to 2s. 2d. Oanfas—Fine to Finest, 2s. 1d. to 2s. 3¼d.

KUIKIANG.—The market for new Congous was opened on the 6th June by the settlement of two chops fine Ningchows, and buying had been continued at those figures; purchases, up to the time of mail closing, amounting to about 4,800 chests, leaving about 9,500 packages in stock, but hardly any chops of really fine. The quality of the Ningchows was fully up to the average.

FOOCHOW.—Messrs. Odell and Co. report as follows under date 19th June:—We have to report a very large business, though settlements show a considerable falling off as compared with those for the previous fortnight. Congou.—In the early part of the interval which has elapsed, buyers for the English market operated very freely, but since the arrival of the mail steamer transactions for that quarter have been on a much more limited scale, and sales of medium flavory to finest Kaisows have been made at a reduction of Tls. 1 to 3 on previous quotations. The whole of the first crop Teas have come to hand, and there are only about 1,000 chests fine Kaisow remaining in stock—finest kinds are exhausted. Australian buyers have bought largely, and in consequence rates for low common to common flavory kinds have been maintained. Dust and broken leaf kinds are in large supply. The second crop is now commencing to arrive, but it is as yet too early to speak as to its quality or probable quantity. Souchongs.—Arrivals have been large, but with the exception of a few chops the quality is considered to be very inferior. The market was opened at Tls. 46.3 ship off for finest; there are however but few buyers, and the teamen are now anxious sellers at reduced rates. Oolongs: American buyers have not yet entered the market, and only a few settlements have been made for England. Scented Teas: Transactions have been to a moderate extent at prices tending in favour of buyers. Flowery Pekoes: Arrivals continue very limited, and in consequence settlements are small, though at full rates. Our quotations are:—Dust to broken leaf, Tls. 9.8 to 12.8 per picul ship off; low ordinary to good common, Tls. 14.8 to 22.8 per picul ship off; common to good flavoury, Tls. 23.8 to 29.8 per picul; fine to finest Kaisow, Tls. 30.8 to 42.8 per picul ship off. Settlements for the fortnight have been: Congous, 97,649 chests; Souchong, 2,853 chests; Oolong, 4,608 ½-chests; Scented tea, 13,574 boxes; Flowery Pekoe, 310 chests.

CANTON.—The busines of the fortnight was comprised in the undernoted small settlements, the trifling totals of which were due partly to buyers having been busy shipping their late purchases, but principally to the rise in both exchange and freight. The teamen still held Scented Capers for very extreme prices, but Scented Orange Pekoes had been sold at a reduction of from 2 to 3 tls. on previous rates. The selection of both descriptions on offer was very poor, and the Teas were much mixed with old and spurious leaf. The few parcels of district Congous remaining in teamen's hands were of most undesirable quality, and we have not heard that any chops of either country Congous or Green Teas were expected to arrive. The following settlements had been made:—Canton District Congous, 1,000 boxes at Tls. 23 to 28; Scented Orange Pekoe, 8,800 boxes at Tls. 19 to 34; Scented Caper, 6,500 boxes at Tls. 23 to 32½; Imperial, 1,000 boxes at Tls. 23 to 25.

SILK.

YOKOHAMA.—There had been some activity in the market during the fortnight. Supplies, however, had been on the smallest possible scale, and the old stock had nearly all been bought up, at very full prices; an advance in some cases of $25 having been paid for common hanks. A few parcels of good Sodai had been bought at $760 to $780 per picul. The weather continued favourable for the new crop, and small parcels of new Silk were expected down by the end of June; but arrivals in any quantity could not be looked for till some weeks later. The quotations (at exchange 4s. 6½d. laid down in London all charges included) were as follows:—Hanks, Mybash, Sinchu, &c., 1, 2 nom., 36s. 6d. to 38s. 7d.; ditto 1, 2, 3, 34s. 7d. to 36s. 8d.; ditto 2, 3, 4, 30s. 8d. to 33s. 7d.; ditto inferior, 26s. 10d. to 29s. 2d.; Oshu best, 33s. 9d. to 36s. 10d.; ditto medium, 29s. 9d. to 31s. 8d.; ditto inferior, 26s. 1d. to 28s.; Coshu, 1, 2, ditto medium, 28s. 9d. to 30s. 8d.; ditto inferior, 24s. 11d. to 27s. 10d.; Sodai, 1, 2, 30s. 8d. to 32s. 8d.; ditto inferior, 24s. 11s. to 26s. 10d.; Etchesen best nom., 28s. to 29s. 7d.; ditto 2, 24s. 11d. to 26s. 10d.; ditto inferior, 22s. to 24s. 11d.

SHANGHAI.—Mr. Holdsworth's Circular, dated 18th June, is as follows:—The latest advices received from England since the date of my last Silk Circular are by letters to the 24th April, and by telegrams *via* Kiachta to the 25th May, the latter quoting Chop No. 3 Tsatlee 26s. per lb., and speaking very favourably of the coming European crop. On the 10th inst. the market here was reopened by the purchase of a few bales of Laeyongs at Tls. 350 to 355 per picul, and settlements to the extent of about 70 bales were made on that and the following day, about which time telegrams *via* Kiachta were received dated the 19th May, quoting Chop 3 Tsatlees 27s. per lb., which caused a cessation of business for fully a week, when telegrams bearing date of 25th May arrived which gave 26s. per lb. as the quotation for Third Tsatlees. These adverse advices naturally made foreigners very cautious, and those firms who were desirous of purchasing in execution of orders were demanding a decline of fully Tls. 50 to 60 per picul on good and Chop Silk, and a greater diminution in the prices for the lower descriptions. But for a short time the holders of Silk refused to submit to any material abatement in their quotations; subsequently, however, becoming more reasonable in their demands, business was resumed, and settlements amounting to fully 1,500 bales have been made; these, added to 600 bales settled at the close of the last mail, and to the estimate of transactions given in my last circular, gives a total of 2,400 bales purchased since 1st June. About 500 bales of this mail's purchases are going forward on Chinese account, or joint account of natives and foreigners. Arrivals from the country having come forward freely the unsold stock has increased to fully 3,000 bales. From Ningpo about 200 bales have been received. By the steamer Phase, from Yokohama, letters to the 12th inst. were received. During the past interval an increased demand had existed in their market, and fully 300 piculs had been settled. Prices showed an advance of $20 to 30 per picul. Unsold stock was reduced to barely 100 piculs. Prospects for the new season's Silk continued favourable, and small musters were looked for in a fortnight or three weeks hence. The quotations, all charges paid to England at exchange 6s. 3d. per tael, were:—Tsatlee, chop 1, none; ditto 2, 30s. 6d. to 31s. 3d. per lb.; ditto 3, 28s. 10d. to 30s. 2d.; ditto market 3 and 3½, 27s. 3d. to 28s. 4d.; Red Peacock and 4, 23s. 7d. to 26s. 3d.; ditto 5 and common, 20s. 5d. to 22s. 6d.; Karshing Taysaam, chop 1, 24s. 1d. to 25s. 2d.; ditto 2, 22s. 6d. to 23s. 7d.; ditto 3, 20s. 5d. to 22s; ditto 4, 5, and common, 19s. 4d. to 20s. 5d.; Chin Cum Taysaam, No. 1, none; ditto 2, 20s. 11d. to 22s. 6d.; ditto 3, 19s. 11d. to 20s. 11d.; ditto 4 and common, none; Yuenfa and Hainings, No. 1, 25s. 8d. to 26s. 9d.; ditto 2, 24s. 8d. to 25s. 5d.; ditto 3, 23s. 1d. to 24s. 1d.; ditto 4 and common, 22s. to 23s. 1d.

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EXPORT OF TEA AND SILK, SEASON 1867-68.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to May 30, 1868	1059770	56697799	44981433	...	14291392	117030394	57449
Corresponding period last season	1221505	56341487	47546475	...	13528945	118638412	50052

Shipments Since, with New Season's Teas;*

June 3 per Ziba	From Foochow	...	690,300		
— 4 ... Chinaman	... Do	...	884 800		
— 6 ... Yangtsze	... Do.	...	848,017		
— 7 ... Min	... Shanghai	...	859,444		
— 8 ... Devana	... Foochow	...	1,099,093		
— 10 ... Deerfoot	... Do.	...	625,052		
— 11 ... Forward Ho.	... Shanghai	...	1,276 379		
— 11 ... Eliza Shaw	... Hankow	...	993,063		
— 12 ... Wymess Castle	... Foochow	...	1,021,816		
— 12 ... Behar (ml. str.)	... Shanghai, &c.	...	—		1,504
— 13 ... Leander	... Do.	...	1,151,216		
— 13 ... Everest	... Foochow	...	602,568		
— 13 ... Achilles (str.)	... Do.	...	1,916,320		
— 13 ... Titania	... Shanghai	...	1,253.642		
— 15 ... Taitsing	... Do.	...	1,102,887		
— 16 ... Gresham	... Foochow	...	1,311,169		
— 16 ... Carmarthenshire	... Canton	...	158,089		
— 17 ... Eleanor	... Foochow	...	612,129		
— 18 ... Falcon	... Do.	...	1,005,100		
— 18 ... Achilles (str.)	... Canton	...	152,157		
— 19 ... Golden Spur	... Do.	...	908,179		
— 25 ... Dounai (Fr. ml. str.)	... Shanghai, &c.	...	—		1,769
— 26 ... Orissa (ml. str.)	... Do.	...	—		1,442

* Shipments previous to 3rd June with new teas not included in above totals.

TO UNITED STATES.

							Pcls.
From June 1 to May 30, 1868	...	...	...	...	...	34059972	1196
Corresponding period last season	...	...	...	...	...	33463166	557½

Shipments Since;

June 5 per Scawfell — From Yokohama ... 453,933

TO THE CONTINENT.

							Bales
From June 1 to May 30, 1868	...	...	...	...	...	1676397	—
Corresponding period last season	...	...	...	...	...	1126410	—

Shipments Since; None.

TO AUSTRALIA.

From June 1 to May 30, 1868 ... ... 13,681,543 lbs.
Corresponding period last year 11,030,715

Shipments Since;

June 17 per Tekli	From Foochow	...	384.183
— 18 ... Isabella Brown	... Do.	...	375,700

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6½d.	4s. 6½d.	4s. 6½d.
Shanghai ,, ,, ...	6s. 2½d.	6s. 2½d.	6s. 3d.
Canton ,, ,,	4s. 8d.	4s. 8¼d.	4s. 9d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 7½d.	4s. 8d.	4s. 8¼d.
Manila ,, ,, ...	4s. 2d.	4s. 2d.	4s. 2½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	310 to 313	238 to 239
,, Hong Kong	26½ dis.	—
Bar silver	111·3	6 per cent. prem.
Mexican dollars	73·5	¼ per cent. prem.

Bous, at Yokohama, 275 to 280 per 100 dols. At Nagasaki, 288 to 294 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 5; Old, 25 per cent. premium.
China Gas Company, —.
Hong Kong and Whampoa Dock, New, 9; Old, 15 per cent. premium.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 200 dols. premium.
Hotel shares, 30 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. premium.

Exchange.—Since the departure of the last mail sterling exchange has risen nearly 4 per cent., and the market has at times been much excited. On the 13th instant a large business was done in credit bills at 4s. 7d., and rupees were then being offered, on Bombay at 228, and on Calcutta at 229. The market rapidly advanced after this to 4s. 8¾d. for credits, a considerable business having been done at intermediate rates. Rupees have advanced to 240 on Calcutta and 239 on Bombay, but little or no demand has shown itself since the departure of the Calcutta steamers. Money has been in great demand, and it is all but impossible to get it at even 18 per cent. per annum. Rates show firmness at the close, although very little paper remains on the market. The estimated amount of business by the present opportunity, independent of operations at higher rates that have been put through for next mail, amounts to about £930,000, say £170,000 Bank Bills, and £760,000 private paper and fifteen lakhs rupees.

Bullion.—No Bar Silver has come to hand since the departure of last mail, and, indeed, with present rates ruling on India, sales would be very difficult. The first shipments that arrive will be easy of realisation now that the Hong Kong Mint is closed. The quotation is entirely nominal, as also for Sycee, of which there is none on the market.

Shares.—In consequence of the tight condition of money, the business in shares has been of rather a limited nature during the past fortnight, and the market has been quiet. Bank have declined, in consequence of some holders being forced to realise in order to raise funds, and of others, who, finding a better investment in exchange, forced their shares upon an impoverished money market. A small lot of old changed hands at 20 premium; but there are eager buyers at this rate, to a considerable extent. New have been neglected, and nothing doing. Union Dock are steady, with no sellers at quotations. Early in the fortnight a few new Whampoa Dock were settled at 7 premium, and again some days after resold at 10 premium. There are now sellers of both old and new at the quotations given. There are small buyers of Hotel at 30 discount, and sellers of Steamboat and China Trader's. The market must generally be considered as dull, and no sign of improvement can be looked for until money becomes easier.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, July 9, Parmenio; from Cardiff, 6, Blanche; 7, Italy.

At Shanghai.—From London, June 16, Coral Nymph; 17, City of Aberdeen; from Liverpool, 16, Challenge; from Cardiff, 17, Mercator; from London, Douglas Castle (reported by telegram).

At Hong Kong and Canton.—From London, June 14, Scawfell Ferozepore; 15, Maiden Queen; 11, Fusiyama; from Newport, 14, Mindoro; from Cardiff, 13, Montrose; 14, Isle of Wight, Alardus, 15, Everhard, Peter Rickmers, Madagascar; 17, William Fruing; from Liverpool, 20, Pareyero; from Shields, 15, Amadine; 18, Otto and Antonie; from New York, 15, Richard S. Ely; from Callao, 14, Uncowah; from London, Jubilee.

At Manila.—From London, June 7, Aurelinas; 14, Angela; from Liverpool, 14, Victoria; 17, Abnegation; from Newcastle 8, Ellen Castle; from Cadiz, 8, A. Sorel; 14, H.C.M. st. Maria, Reima de los Angelos, Elena.

At Singapore.—From Glasgow, June 23, Lochleven Castle; from Sunderland, 26, Glendoveer; 27, Orion; from Swansea, 29, Henry Grenfell; from New York, 27, Henry Harbeck.

At Penang.—None.

DEPARTURES.

From Yokohama.—For New York, June 5, Scawfell.

From Hankow.—For London, June 11, Eliza Shaw (via Shanghai).

From Shanghai.—For London, June 7, Min; 11, Forward Ho; 13, Titania, Leander; 15, Taitsing; 16, Eliza Shaw.

From Foochow.—For London, June 7, Yangtsze; 9, Devana; 11, Deerfoot; 13, Wemyss Castle; 15, Achilles (str.); 17, Gresham; 20, Eleanor; for Liverpool, 14, Everest.

From Hong Kong and Canton.—For London, June 13, Falcon; 16, Carmarthenshire; 18, Golden Spur, Achilles (str.); for Hamburg, 12, Sultan; for Continent, via Iloila, 10, Tonij.

From Manila.—None.

From Singapore.—For London, June 20, Iona; for Liverpool, July 2, Achilles (str.); for New York, 3, Merchantman.

VESSELS LOADING.

At Yokohama.—For London, Recife.

At Hankow.—For London, Challenger, Gossamer, Agamemnon, steamer.

At Shanghai.—For London, Maitland, White Adder, Whinfell (full), Argonaut, Burdwan, Lennox Castle, Earl Dalhousie, Cathaya, Clara Babuyan, J. R. Worcester, Silver Eagle, Diomed, steamer.

At Foochow.—For London, Ada, Chusan, Dilkhoosh, Albert Victor (all full), Elizabeth A. Oliver.

At Hong Kong and Canton.—For London, Dunmail, Nancy Drysson.

At Manila.—For London, Queen of the Seas, Angela; for Liverpool, Patriot Queen, Robert Porter; for New York, Belvidere, Elen Hood.

At Singapore.—For London, Granite City, Mary Nicholson; for Liverpool and Glasgow, Lochleven Castle, for New York, Astræa.

At Penang.—For London, Benvenue, Callisto.

FREIGHTS AND CHARTERS.

At Yokohama.—To London: £3 5s. per ton nominal.

At Shanghai.—The vessels on the berth for London are all loading at £4 10s. per ton.

At Foochow.—To London £5 10s. to £6 per ton.

At Hong Kong and Canton.—Tonnage is somewhat more plentiful; a good demand, however, exists for suitable vessels, and rates for London are £4 to £4 5s.

At Manila.—For London: £4 12s. 6d., wet sugar £5 to £5 5s. per 50ft. measurement; and hemp to New York $12 to $12.50.

At Singapore.—Shipping continues scarce, and a fair enquiry exists for tonnage, both for home and coasting voyages.

The Lochleven Castle has engaged a full cargo for Liverpool at £3 5s. and Glasgow at £3 10s. per ton; the New Brunswick is advertised to load for London, and is expected daily.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
June 5 ...	Brane of Gruve ...	Cardiff ...	Yokohama
,, 12 ...	Neckar ...	Point de Galle...	Batavia
,, 13 ...	Cataluna ...	Maca ...	Havana
,, — ...	Maraquita ...	Singapore ...	Liverpool
,, 16 ...	Kosmopoliet II ...	Amsterdam ...	Batavia
,, — ...	Joseph Sprott ...	Liverpool ...	Shanghai
,, — ...	Johanna Maria ...	Shields ...	Cheribon
,, 17 ...	Noach I. ...	Brouwerhvn. ..	Batavia

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Date.		Ship.	From.	To.
,,	— ...	Johannes	... London	... Batavia
,,	— ...	Sumatra	... Manila	... New York
,,	18 ...	Chili	... Glasgow	... Batavia
,,	— ...	M. Fransen van der Putte	... Bronwershn.	... Batavia
,,	— ...	Milton	... Liverpool	... Hong Kong
,,	— ...	Carmensita	... Liverpool	... Manila
,,	— ...	Charles	... Toulon	... Saigon
,,	— ...	Carolina	... Havre	... Saigon
,,	— ...	Witch of the Wave	... New York	... Hong Kong
,,	— ...	Jubilee	... London	... Hong Kong
,,	— ...	Douglas Castle	... London	... Shanghai
,,	— ...	Jennie Eastman	... Cardiff	... Yokohama
,,	— ...	War Cloud	... Bangkok	... Europe
,,	19 ...	Friedrich	... Mauritius	... Bangkok
,,	— ...	Martha Bowker	... Aden	... Batavia
,,	— ...	Oriental	... Saigon	... Mauritius
,,	20 ...	Juno	... Sourabaya	... Amsterdam
,,	21 ...	County of Stirling	... Glasgow	... Batavia
,,	— ...	Benares	... Singapore	... New York
,,	— ...	Hopeful	... Saigon	... Melbourne
,,	22 ...	Jacob	... Bangkok	... Falmouth
,,	— ...	Taeping	... Foochow	... London
,,	— ...	Sir Lancelot	... Foochow	... London
,,	— ...	Belted Will	... Canton	... London
,,	— ...	Ariel	... Foochow	... London
,,	23 ...	Lahloo	... Foochow	... London
,,	— ...	James Wishart	... Saigon	... England
,,	24 ...	Queen of the Age	... Yokohama	... London
,,	— ...	Ocean	... Australia	... Manila
,,	25 ...	Southern Eagle	... Iloila	... London

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Off Falmouth, from Akyab, Johanna and Oluffa; August 1, off the Lizard, from Batavia, for Rotterdam, Nestor; July 27, at New York, from Padang, Heiliga, Vincentius v. Paulo; August 7, at Falmouth, from the Philippine Islands, Dryden, at Liverpool, from Manila, Oceanica.

DEPARTURES.—August 8, from London, for Hong Kong, Sir Henry Havelock; 7, from Liverpool, for Shanghai, Northfleet.

LAID ON.—At London, for Yokohama and Nagasaki, John Banks.

SPOKEN.—Fromm (Dutch barq.), from Batavia, May 18, 32 S., 31 E.; Newcastle, South Shields to Shanghai, June 21, 9 N., 23 W.; Bintang (Dutch schnr.), Singapore to Bremen, July 23, lat. 39, lon. 37; Contest, London to Yokohama, June 20, 6 N. 26 W.; Holland (Dutch barq.), Bali to Amsterdam, June 29, 18 N., 32 W.; Lanercost (barq.), London to Yokohama, 10 N., 109 E.; Maria and Elizabeth, Rotterdam to Batavia, May 21, 21 S., 10 E.

MISCELLANEOUS.—At St. Helena, July 5, Meggie, from Singapore, and sailed 7 for London; Baron von Hardenbroek, from Sourabaya, and sailed 7 for Amsterdam; 7, Lady Ann, from Ceylon, and sailed 8 for London; Bato, from Batavia, and sailed 8 for Amsterdam; 9, Ternate, from Batavia, and sailed 11 for Rotterdam; 10, Portland, from Saigon, and sailed fo rRotterdam; 12, Mina, from Batavia, and sailed 13 for Rotterdam.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLAN—On the 26th June, at Penang, Mrs. J. Allan, of a son.
BUTTERY—On the 22nd June, at Penang, Mrs. Buttery, of a son.
CARGILL—On the 1st Aug., the wife of W. W. Cargill, Esq., of a daughter.
GRUNDY—On the 3rd Aug., at Bankfield, near Bury, Lancashire, the wife of Edmund Atkinson Grundy, of a son.
MARSHALL—On the 21st June, at Singapore, Mrs. W. Marshall, of a son.
ORMISTON—On the 2nd Aug., at 17, Belsize-park, Hampstead, the wife of Walter Ormiston, Esq., of the Chartered Mercantile Bank, of a son.
WILLIAMS—On the 23rd June, at Singapore, the wife of Mr. J. Williams, of a daughter.

MARRIAGES.

EDWARDS—PARAMORE.—On the 6th June, at the British Legation, Yokohama, by the Rev. M. B. Bailey, James Edwards, of Chalfont St. Peter, Bucks, to Harriett, eldest daughter of the late Samuel Paramore, Esq., of Devonport.
GRANT—LORRAIN.—On the 4th Aug., at St. Thomas's Episcopal Chapel, Edinburgh, by the Rev Charles T. Astley, rector of Brastead, Kent, Alexander Grant, Esq., C.E., to Dora Scott, daughter of the late William Buckham Lorrain, Esq., M.D., Hong Kong.
RIDEAL—LOVELL.—On the 28th July, at Sydenham Chapel, by the Rev. J. W. Todd, assisted by the Revs. H. T. Chancellor and R. H. Smith, William Titus, eldest son of William Rideal, of Forest Hill, and Union-street, Southwark, to Jane A. Lovell, of Tudor Hall, Forest Hill.
WADE—HERSCHEL.—On the 28th July, at Westminster Abbey, by the Very Rev. the Dean of Westminster, Thomas Francis Wade, Esq, C.B., Secretary to Her Britannic Majesty's Legation at Peking, to Amelia, daughter of Sir John F. W. Herschel, Bart., of Collingwood, Hawkhurst.

DEATHS.

GRAHAM—On the 1st Aug., at Lugwardine, Herefordshire, Helen Freer, wife of Gordon Graham, Esq, and eldest daughter of Dr. Cowper, late of Singapore, aged 29.
HARRISON—On the 20th April, at sea, on his passage from Japan to England, Frederick, fourth son of David Harrison, Esq, of Upper-green, Kennington-park, aged 28.
PEARSON—On the 14th June, at Hongque, Mr. Frederick Pearson, aged 56 years.

THE IMPERIAL JAPANESE TROUPE.—The extraordinary company of Japanese acrobats who lately astonished London by their performances at the Lyceum Theatre, have made a great and almost unprecedented hit at Madrid. Large offers have been made to induce them to visit Lisbon; and it is not improbable that they may proceed from Spain to Portugal before returning to England, where their popularity was bidding fair to become permanent just at the time of their leaving this country.

THE EAST INDIA TELEGRAPH COMPANY.

The East India Telegraph Company of New York has been reconstructed, and comes once more before the public under circumstances which, we are informed by Mr. Ritso, the company's agent in London, leave no doubt that the required capital will be obtained without difficulty. Mr. H. E. Curtain (ex-Governor of Pennsylvania) is President, and the board of directors comprises Messrs. Alexander Holland, N. Mickles, F. Westray, J. Livermore, Jas. Noxon, S. H. Gay, O. H. Palmer, Chas. Boteler, and C. S. Westcott. The primary object of the company is to lay a series of cables, some 900 miles in length, along the China coast, connecting Hong Kong with Shanghai and the intermediate ports, and the capital is fixed at 5,000,000 dols. in shares of 100 dols. each. A project is also on foot for a Pacific cable, connecting San Francisco with Japan and China by way of the Aleutian Islands; a Bill authorising the undertaking is already before Congress, and by this time has probably been passed.

LEGAL.

ROLLS COURT.—JULY 23.

RE COMMERCIAL BANKING CORPORATION OF INDIA AND THE EAST.

A large amount being in hand available for a second dividend, an application was now made to the Court on behalf of creditors and the liquidator for leave to pay a dividend and make a further call, although various contributories, shareholders in the new bank, insisted that many of the debts were debts of the old bank, and not properly debts of the new, or had not been so contracted as to be valid debts of the new bank.

Sir R. Palmer, Mr. Baggallay, Mr. Jessel, Mr. Swanston, Mr. Bristowe, Mr. Everitt, Mr. Osborne Morgan, Mr. Kekewich, and Mr. Fischer were the counsel engaged in the case.

His Lordship directed the liquidator to take out a summons for Michaelmas Term for a further call, and directed that a dividend of 2s. 6d. in the pound, or such further dividend as the liquidator was able to pay, should be paid to all the creditors, but as to the creditors whose debts were disputed, only upon their giving undertakings or securities satisfactory to the liquidator for the return of any dividends they might receive.

VICE-CHANCELLORS' COURTS.

IN RE THE AGRA AND MASTERMAN'S BANK (CANNAN'S CLAIM); EX PARTE CANNAN; EX PARTE COMMITTEE OF SHAREHOLDERS.

In this matter a long discussion was started, arising out of the circumstance that Mr. Cannan was desirous of retiring from the office of official liquidator of the old bank. The parties having agreed upon the appointment of Mr. Ball, as the new official liquidator,

The Vice-Chancellor made an order to the effect that, Mr. Cannan being desirous of retiring, Mr. Ball be appointed liquidator; and, with respect to the balances remaining in Mr. Cannan's hands, directed that £5,000 be retained by Mr. Cannan on account of his remuneration and costs, without prejudice to any question; that he transfer into Court Consols equivalent in value to £45,000, as an indemnity fund to answer the claims in respect of which a right of retainer had been given by the orders already made, and the deed of covenant which had been executed by the direction of the Court; he also to transfer and pay to the existing or new bank the residue of consols which after such transfer might remain, and all cash in his hands; the amount to be verified by affidavit; the pending applications in all other respects to stand over till Michaelmas term.

Sir R. Palmer, Q.C., and Mr. Westlake appeared for the bank; Mr. Druce, Q.C., and Mr. Fooks for Mr. Cannan.

In the course of the discussion, it was stated by Sir R. Palmer that nothing could be more successful than the scheme for the resuscitation of the Agra Bank had turned out to be.

TELEGRAPH TO INDIA COMPANY (LIMITED).—A special meeting of the shareholders in this company was held on the 31st ult. at their offices, under the presidency of Sir Macdonald Stephenson, who said that the meeting was held for the purpose of declaring a dividend. It had already been explained that it was owing to the Government having started an opposition line, and taken away the whole of the traffic from the Persian Gulf, that the dividend had been reduced from 5 per cent. to 3 per cent. The Anglo-Indian Telegraph Company were, as far as he knew, progressing satisfactorily in their organisation. The Telegraph Construction and Maintenance Company and the Anglo-Indian Company were exerting themselves in furtherance of the objects in view. It was hardly likely that they would let the Red Sea line remain in abeyance, and leave us dependent upon Russia for our telegrams. When this was carried out the terms of the lease granted by this company were that when the new line reached Aidin the shareholders should receive 7½ per cent., and when they got to Bombay 10 per cent. In conclusion he moved a formal resolution declaring a dividend at the rate of 3 per cent. per annum, which was seconded by Mr. Dent, and adopted *nem. con.* The proceedings then terminated in the usual manner.

A JAPANESE NEWSPAPER IN LONDON.—The *Athenæum* says:—"What with missions and what with conjurers London has lately had a large population of Japanese, and it is proposed to establish a separate Japanese newspaper here, as our Chinese newspaper has little influence on Japan. It is to be regretted, and is a consequence of the want of public encouragement, that the number of students of Japanese in London increases very little, although our intercourse with Japan has become of so much importance."

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Continental Intelligence.

NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Aug. 1.

From time to time rumours crop up in the Berlin newspapers of the intention of the German Confederation to found colonies in various parts, but they must be received with great caution, as "the wish is father to the, thought;" and such reports are frequently put in circulation as feelers. Some time ago there was—as your readers will remember—a great flourish of trumpets about taking possession of the Island of Formosa, and colonising it with Germans. Then it was proposed to build a fort and establish a trading factory on the Gold Coast, because there is a tradition extant that in the time of Frederick the Great Prussia had seized some land in that part of West Africa, and held it some years. And now comes the intelligence that the captain of the steam corvette *Augusta*, lately returned to Kiel, from the West India station, has been negotiating a treaty with one of the States of Central America, for the transfer of a territory and harbour on that coast, for the purpose of eventually forming a German colony there. Although it has been officially denied, there is strong presumptive evidence that the captain had really instructions from the Prussian Government to negotiate on the subject with the Republic of Nicaragua, for as the days of Raleigh and Drake are past, it is scarcely credible that a naval subaltern—for he has only the rank of commander—should take upon himself the responsibility of entering into a treaty for the transfer of a large tract of country without formal and special instructions. Besides, the whole of the official correspondence between the captain of the *Augusta* and the President of Nicaragua has been published *in extenso* in the New York papers, from which it appears that the captain did really make application, but that it was declined, as contrary to the Monroe doctrine of America for the Americans only. This correspondence has been translated and published in many of the German newspapers without its authenticity being called in question by the official or even semi-official press.

Great exertions are being made in the arsenal at Pola to get the vessels under orders to proceed with the Austrian expedition to the Far East ready to sail from Trieste at the appointed time. The Emperor sends as private presents from himself to each of the monarchs of Siam and Japan a statue of himself in Carrara marble, size of life, by the sculptor Cauer, at Rome; also a set of picked arms, including rifles, fowling pieces, pistols, and revolvers, and a dinner service of Vienna porcelain of great value as a work of art. Rear-Admiral von Petz, who commanded the Austrian line-of-battle ship *Kaiser* at the naval action off Lissa two years ago, and since then commandant of the arsenal at Pola, will hoist his flag on board the steam frigate *Donau*, Capt. Wipplinger, as supreme head of the expedition, whilst the *Friedrich* is commanded by Capt. Lindnev. Dr. Wavra, who accompanied the late Archduke Maximilian in 1859 to the Brazils, and who now goes out as staff surgeon, is an accomplished botanist. The five Austrian commercial commissioners are not yet appointed, and there seems to be some difficulty in finding duly qualified persons; the three Hungarian commissioners are Baron Kaes, and Messrs. Cserei and Szekacz.

The *Arcona*, North German steam corvette, is fitting out at Kiel, to replace the *Hertha*, under orders to proceed to Japan.

SHIPPING.

ARRIVED.—Aline, from Rangoon (8,000 bags of rice); Albert Wilhelm, from Rangoon (10,510 bags rice); United States, from Calcutta (15,000 bags rice); Pudel, from Singapore and Akyab.

LOADING.—Malabar, for Singapore; Lizzie, for Singapore and Penang; Voladora, for Manila; Elvira, Lorenz Meyer, for Hong Kong; Elise, for Macassar and Hong Kong; Leopold, for Shanghai.

LOADING.—At Bremen: Joachim, for Rangoon.

COMMERCIAL.

The markets for East India produce continue firm, but without any animation. Black pepper commands rather higher rates, and the demand is larger than for some time past. Cassia lignea continues in favour, and sales are made at former rates. Spelter still neglected, and prices nominal, at 13 marks 6 to 8 schillings banco. In discount, no alteration; money plentiful.

A NOTIFICATION in the *London Gazette*, dated July 18, announces that the QUEEN has been graciously pleased to appoint THOMAS GEORGE KNOX, Esq., now Her MAJESTY'S Consul at Bangkok, to be Her MAJESTY'S Consul-General in Siam, to reside at Bangkok.

NORTH-GERMAN CONSULATES IN THE EAST.—A Foreign-office notification announces that the Queen has been pleased to approve of Mr. August Carl Gumpert as Consul at Bombay; of Mr. Alfred Hasche as Consul at Penang; of Mr. Johann Smidt as Consul at Calcutta; of Mr. Johann Heinrich Bandow as Consul at Bassein; of Mr. Carl Eduard Ferdinand Von de Heyde as Consul at Singapore; of Mr. John Louis Vanderspar as Consul at Point-de-Galle; and of Mr. Johann Friedrich Wilhelm Niebuhr as Consul at Rangoon, for the North German Confederation.

THE TREATY BETWEEN CHINA AND THE UNITED STATES.

PREAMBLE.—Whereas since the conclusion of the treaty between the United States of America and the Ta-Tsing Empire (China) of the 18th of June, 1858, circumstances have arisen showing the necessity of additional articles thereto, the President of the United States and the august Sovereign of the Ta-Tsing Empire having named for their plenipotentiaries, to wit, the President of the United States of America, William H. Seward, Secretary of State, and his Majesty the Emperor of China, Anson Burlinghame, accredited as his Envoy Extraordinary and Minister Plenipotentiary, and Chih-Kang and Sun Chia-Ku, of the second Chinese rank, associated High Envoys and Ministers of his said Majesty, and the said plenipotentiaries after having exchanged their full powers, found to be in due and proper form, have agreed upon the following articles:—

ART. 1. His Majesty the Emperor of China, being of the opinion that in making concessions to the citizens or subjects of foreign Powers of the privilege of residing on certain tracts of land, on resorting to certain waters of that Empire for purposes of trade, he has by no means relinquished his right of eminent domain or dominion over the said land and waters, hereby agrees that no such concession or grant shall be constructed to give to any Power or party which may be at war with or hostile to the United States the right to attack the citizens of the United States or their property within the said lands or waters; and the United States, for themselves, hereby agree to abstain from offensively attacking the citizens or subjects of any Power or party or their property with which they may be at war on any such tract of land or waters of the said Empire; but nothing in this article shall be construed to prevent the United States from resisting an attack by any hostile Power or party upon their citizens or their property. It is further agreed that if any right of interest in any tract of land in China has been or shall hereafter be granted by the Government of China to the United States or their citizens for purposes of trade or commerce, that grant shall in no event be construed to divest the Chinese authorities of their right of jurisdiction over persons and said property within said tract of land, except so far as that right may have been expressly relinquished by treaty.

ART. 2. The United States of America and his Majesty the Emperor of China, believing that the safety and prosperity of commerce will thereby best be promoted, agree that any privilege or immunity in respect to trade or navigation within the Chinese dominions which may not have been stipulated by treaty shall be subject to the discretion of the Chinese Government, and may be regulated by it accordingly, but not in a manner or spirit incompatible with the treaty stipulations of the parties.

ART. 3. The Emperor of China shall have the right to appoint consuls at ports of the United States, who shall enjoy the same privileges and immunities as those which are enjoyed by public law and treaty in the United States by the consuls of Great Britain and Russia, or either of them.

ART. 4. The 29th article of the treaty of the 18th of June, 1858, having stipulated for the exemption of Christian citizens of the United States and Chinese converts from persecution in China on account of their faith, it is further agreed that the citizens of the United States in China of every religious persuasion, and Chinese subjects in the United States, shall enjoy entire liberty of conscience, and shall be exempt from all disability or persecution on account of their religious faith or worship in either country. Cemeteries for sepulture of the dead of whatever nativity or nationality shall be held in respect, and free from disturbance or profanation.

ART. 5 The United States of America and the Empire of China cordially recognise the inherent and inalienable right of man to change his home and allegiance, and also the mutual advantage of the free migration and emigration of their citizens and subjects respectively from the one country to the other, for the purposes of curiosity, trade, or as permanent residents. The high contracting parties, therefore, join in reprobating any other than an entirely voluntary emigration for these purposes. They consequently agree to pass laws making it a penal offence for a citizen of the United States to take Chinese subjects either to the United States or to any other foreign country, or for a Chinese subject to take the citizens of the United States to China or to any other foreign country, without their free and voluntary consent respectively.

ART. 6. Citizens of the United States visiting or residing in China shall enjoy the same privileges, immunities, or exemptions in respect to travel or residence as may there be enjoyed by the citizens or subjects of the most favoured nation, and, reciprocally, Chinese subjects visiting or residing in the United States shall enjoy the same privileges, immunities, and exemptions in respect to travel or residence as may there be enjoyed by the citizens or subjects of the most favoured nation.

ART. 7. The United States and the Emperor of China, recognising in the present progress of nations a favourable tendency towards unity of civilisation, and regarding a unity of money and a unity of weights and of measures as favourable to that great object, do hereby agree that they will use their influence and efforts to obtain the establishment, by the general agreement of nations, of representative coins having a common value, and also a common standard of weights and measures for all countries.

ART. 8. The United States freely agree that Chinese subjects shall without hindrance on account of their nationality or religion be admitted to all schools, colleges, and other public educational institutions, without being subject to any religious or political test; and, on the other hand, his Majesty the Emperor of China agrees that citizens of the United States may freely establish and maintain schools in that empire in those places where foreigners are permitted by treaty to reside.

ART. 9. The United States, always disclaiming and discouraging all practices of unnecessary dictation and intervention, by one nation in the affairs or domestic administration of another, do hereby freely dis-

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claim any intention or right to interfere in the domestic administration of China in regard to the construction of railroads, telegraphs, or other material internal improvements. On the other hand, his Majesty the Emperor of China reserves to himself the right to decide the time and manner and circumstances of introducing such improvements within his dominions. With this mutual understanding it is agreed by the contracting parties that if at any time hereafter his Imperial Majesty shall determine to construct or cause to be constructed works of the character mentioned within the empire, and shall make application to the United States or any other Western Power for facilities to carry out that policy, the United States will, in that case, designate and authorise suitable engineers to be employed by the Chinese Government, and will recommend to other nations an equal compliance with such application, the Chinese Government, in that case, protecting such engineers in their persons and property, and paying them a reasonable compensation for their service.

In faith whereof the respective plenipotentiaries have signed this treaty and hereto affixed the seals of their arms. Done at Wahington the 4th day of July, in the year of our Lord one thousand eight hundred and sixty-eight.

(Signed) { William H. Seward, Anson Burlinghame, Chih-Kang, Sun Chia-Ku.

"THE TIMES" ON TREATY REVISION.

In the letter of our Shanghai correspondent published on Thursday (July 30) an interesting account appeared of the opinions held by a powerful Chinese official concerning the relations of the Empire to European States. Ten years ago the Treaty of Tientain was concluded. After long resistance and evasion on the part of the Chinese the English and French Plenipotentiaries obtained concessions which, though full advantage has not yet been taken of them, bid fair to change the character of the Celestial Empire. The Treaty of 1842 had done much, and the war which led to it—the first great collision between the restless enterprise of the West and the immobility of the East—will form one of the most important epochs in the history of Asia. The Treaty of Tientain, which itself had to be re-stipulated at the close of new hostilities, two years after, carried the principles of international comity and free trade still further. It was provided that Ambassadors, Ministers, or other diplomatic agents might be appointed by either of the contracting States, and should be received by the other; and, particularly, that a British Minister with his family and suite should be at once received at Peking. Consuls might be appointed to reside in any of the open ports, and the number of these was increased. The Christian religion was to be tolerated, and its professors protected. British subjects (we quote the treaty with England) might travel for pleasure or trade into all parts of the interior with passports from their Consuls, countersigned by the local authorities. British merchant ships were to be allowed to trade up the Great River (Yang-tse), and certain ports on its banks were made free to them. This Treaty, enforced by the lesson which the two European Powers were forced to teach the Chinese Government in 1860, has been the means of bringing China into more intimate relations than ever with the West, and it is not difficult to see that the morose or timid isolation of the Celestials must yield to the arguments, the authority, or the irresistible pressure of the civilised nations. The time approaches when this Treaty is to undergo revision; and if the diplomatists engaged do their duty and are well supported by the Queen's Government, the result ought to be the complete removal of the restrictions which now hamper the enterprise of Europeans.

The Chinese rulers still resent and fear the irruption of foreigners. They look upon the trader as a robber, the traveller as a spy, the representative of a foreign Government as a scarcely disguised enemy. They like English and French silver, of course; but they prefer that it should be paid by "barbarians" who keep a respectful distance, and are satisfied to receive at the outports such qualities of tea or silk as the Celestial merchants think proper to produce. The Government has acquiesced sulkily enough in the provisions of the Treaty, and has placed difficulties in the way of those Englishmen who have wished to receive its full benefits. China is not yet a country in which the European can freely come and go. The disturbed state of certain districts aids the inhospitality of the Government in keeping strangers out. In others the influence, either open or secret, of the Government is sufficient without the fear of maltreatment from bands of insurgents. But whatever may be the character of our present relations, it has been decided to demand further concessions. It is known by all who have been concerned in Chinese affairs that the people are far less exclusive than their Government. It is the official aristocracy which desires to keep the Empire in Conservative isolation. It is this power, with its mingled stolidity and shrewdness, its traditional learning and its real ignorance of politics and science, which we have to resist in the Cabinet as we have three times vanquished it in the field. This bearing of the ruling power is the best justification for the high-handed measures to which European Powers have had recourse. Every traveller or merchant tells the same tale—that the Chinese people have no objection to a more extended intercourse with Europeans, and that in commercial and industrial matters they have extraordinary curiosity and desire to learn. They know what the value of money is, and they know that the English and French have plenty of it. They are aware of the superiority of the Western nations in science and mechanical arts; and though their learned men may affect to despise this as a cleverness of the hands rather than of the head, they know that it leads to wealth, and power, and enjoyment. Wherever our countrymen have penetrated they have found people glad to see them and wonderfully anxious to hear all about the outer world. They have heard words of their own English tongue uttered in secluded districts, and have been astonished to find that there were native Chinese to whom their own utterances were not unintelligible. For not only does the European press upon the ever-weakening defences of Chinese officialism, but the Chinese are wandering forth into the most active communities of the Anglo-Saxon race, whence they continually return to heighten the curiosity of their countrymen concerning the great nations which can be such terrible enemies and are such useful friends. We know that the efforts used to overcome the resistance of the Chinese authorities to a more extended intercourse will be beneficial to the Chinese people, and we also know that, so far as they are instructed in the matter, their sympathies are with us. The European nations by importuning China for free ingress and free trade are working, not only for themselves, but for this vast race of men who, after advancing to a certain point of civilisation, have remained stationary for ages, and can be only invigorated by the action of Western civilisation. Hence it is the duty of our diplomatists, not only to maintain with all their power the rights we have already won, but also to urge those which are yet denied or evaded. They may with justice declare that Englishmen ought to have within the Chinese Empire all those rights which a Chinese immigrant would possess in Australia, or a Chinese sailor in London.

Our correspondent states that, in reference to the revision of the Treaty of Tientain, the Chinese Government has been endeavouring to collect the opinions of the great officials, in order to have the best advice in a matter of so much importance. The correspondence is said to be secret, but the opinions of the Viceroy of Nanking—a very powerful personage—have become known. He advises that the Emperor shall refuse to any foreigners the right of navigating the inland waters with small steamers, as well as that of constructing railways, on the ground that such new means of locomotion would seriously injure the boating population. He would refuse the right of residence and trade in the interior, as that will interfere with native merchants and manufacturers. It will be seen that Tsen-kwo-fan is a Protectionist of the stanchest school, and that his economical canons do not appreciably differ from those which were held sacred a few years since in this country and are still maintained by the great orators of France. Happily the Viceroy believes that the "barbarians" are not wholly useless, for he will permit the working of coal mines, which he considers would be highly beneficial to China. He is in favour of concessions to missionary enterprise, because he believes the doctrines of Confucius are proof against every attack. He is liberal in the matter of diplomatic courtesy, and is in favour of conceding the right of personal interview with the Emperor to foreign ambassadors as soon as the latter takes the reins of Government into his own hands. "He is emphatic only on the score of railways, telegraphs, inland steamers, and inland residence, and advises armed resistance in preference to concession."

It is not difficult to understand a statesman of this kind. The type is one with which we are all familiar, and we should not have to travel many hundred miles to find examples of it. The astute mandarin would purchase immunity from real concessions by showing diplomatic civilities and exercising a nugatory toleration in religious matters. He would hold on to the one solid institution of the empire—its isolation—while amusing the formidable foreigners by a show of liberality. But the matters about which the Viceroy is inflexible are just the most important for ourselves and for the Chinese people. While accepting any compliments to the Ambassador and to the missionaries, this country must demand for its citizens what is granted by every civilised State to another—the right to travel, to reside, and to pursue whatever industry they may think proper.

NAVAL AND MILITARY.

In October next it is stated that his Royal Highness the Duke of Edinburgh will again take his departure from England in her Majesty's ship Galatea on a lengthened cruise. We believe that the Prince will first proceed to China, then to Japan, and return home by the way of New Zealand.

Her Majesty's ship Tamar, Captain F. W. Sullivan, C.B., arrived at Queenstown on Sunday, the 19th ult., having the 2nd battalion 9th Regiment on board, from Japan. This ship left England on the 17th of October last, on a round of troop service, taking out detachments from Gibraltar and the Cape, and arriving at Simon's Bay on the 29th of November. She embarked the 1st battalion 9th Regiment from Table Bay on the 12th of December from Algoa Bay, where, disembarking them and embarking the 86th Regiment, she left on the 17th of December for Mauritius, arriving on the 27th, disembarked the 86th, and left on the 31st for Algoa Bay. On the 19th of January the 1st battalion 10th Regiment was embarked for conveyance to Japan, where the Tamar arrived on the 4th of April, having landed a battery of artillery at Penang and Singapore on her passage up, and having also been docked at Hong Kong. Having disembarked the 1st battalion 10th Regiment and embarked the 2nd battalion 9th Regiment at Yokohama, she left on the 14th of April for Queenstown, via Hong Kong, Singapore, Mauritius, Cape, St. Helena, Ascension, and St. Vincent. On the passage home two soldiers, one seaman, and five children died, leaving on board a total of 1,123 souls. The passage from Japan to the Cape was made in forty-one sea days, from the Cape to Queenstown in thirty-one. The Tamar during a nearly five years' commission has traversed 145,000 miles.

Lieutenant-Colonel Milward, R.A., who joined the Abyssinian Expedition at the express wish of General Napier, and who served with that distinguished officer in China, has received a deputation from the inhabitants of Woolwich and Plumstead, to present him with an address congratulating him on his return, and eulogising in high terms the part which the lieutenant-colonel took in the battle before Magdala on Good Friday, and which terminated with such great results to the expeditionary force.

The death of Captain A. J. Kingston, R.N., at the early age of forty' has been announced. By this casualty Commander Fellowes will attain the rank of Captain. Both these officers recently served on the China station.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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The London & China Telegraph.

LONDON, MONDAY, AUG. 10, 1868.

NEW TREATY BETWEEN THE UNITED STATES AND CHINA.

Since the date of our last issue news has reached us that an entirely new treaty between the United States and China has been signed by Mr. Seward and Mr. Burlinghame, and sent to the Senate for approval, and that this treaty is in all respects similar to the one which the Chinese Envoy intends to offer to each of the European Powers. It consists of nine articles, none of which embody any striking feature, except such as are of a negative tendency, as will be seen by the copy given elsewhere. The first simply recognises the Emperor's "right of eminent domain" over such portions of Chinese territory and waters as are open to foreign trade, and provides for the preservation of neutrality therein. This is intended to bring China within the scope of that provision in the law of nations which prevents the forces of two antagonistic Powers meeting in armed collision on the territory of a neutral State. Article 2 is to the effect that the Chinese shall not be required to accord any privileges regarding commerce or navigation beyond those already stipulated for by treaty; which is sheer nonsense. Then follows a provision for the appointment of Chinese Consuls at United States ports; this is sensible, and will have a good effect if properly carried out, especially at San Francisco, where Chinese subjects need protection badly enough. Next comes a clause permitting mutual liberty of conscience in religious matters; hardly necessary, for even now the Chinese Government interposes no obstacles in the way of missionary enterprise, while in the States a multiplicity of creeds are tolerated, with some of which either Buddhism or Sintooism compare quite favourably. Article 5 provides for mutual emigration, but agrees to make the compulsory exportation of Chinese subjects by Americans, or *vice versa*, a penal offence. This is undoubtedly a wholesome regulation, the due enforcement of which by all other countries as well as America would be a death-blow to the detestable Macao coolie traffic. Of course, England and the leading European States will do this, but how about Portugal, Spain, Peru, &c.? Article 6 provides that "citizens" of either nation residing or travelling in the other shall enjoy all privileges accorded to "the most favoured nations." Article 8 admits Chinese to American schools and colleges without any religious test or other restriction. Objections have already been raised to this clause, on the ground that several of the United States' colleges at present do prescribe a religious test, and it may thus become a source of disagreement in the future. The concluding article embodies the very extreme of self-abnegation on the part of the States. By this clause the American Government not only disclaims all intention to press on the Chinese the introduction of railways and telegraphs, but recognises the supreme right of the Emperor to decide the time and manner of introducing such improvements—which virtually allows him to exclude them entirely—and it is further stipulated that *should* the Emperor at any time determine to construct such works he will apply to the United States, or some European Power, for engineers, "who shall be paid by the Chinese Government." This last clause is clearly intended to shut out foreign companies or capitalists.

Such in brief are the terms of the new treaty; now let us endeavour to form an estimate of its probable effects. The gist of the whole thing clearly lies in Articles 6 and 9. The former—like every other clause in the treaty—is all in favour of China. In according to China the rights enjoyed by other frendly Powers, it accords the privilege of naturalisation to Chinese immigrants, a most valuable concession, for it will emancipate the tens of thousands of Celestials in California from their present state of thraldrom and degradation, which would be a disgrace to any Christian land. The Chinese however on their part only concede to the United States as few advantages as they can persuade other less easy-going nationalities to put up with; while Article 9 permits the Chinese Government, if it so pleases, once more to wrap itself up in its old policy of exclusiveness and isolation. This is Treaty Revision with a vengeance, but not exactly of a nature that Great Britain will be inclined to accept. Why the United States should submit to it is a question that admits of easy explanation. By giving the Chinese all the advantages already accorded to other foreigners, they lose nothing, while by professing a disinterested anxiety to refrain from all interference in Chinese affairs they hope to inspire a friendly feeling, and even a degree of admiration, in the Celestial bosom that may be turned to good account hereafter. In the meanwhile the Embassy comes to Europe; the English and French treaties are revised—either here or at Peking, as the case may be; and the United States, under cover of the "favoured nation clause," will, as on former occasions, benefit by whatever concessions are then obtained.

Late advices from China mention that the Chinese Government has followed the example of our own in collecting expressions of opinion regarding the revision of the treaties, chiefly, of course, from the official class, and the reply of one of the most influential men in the country, Tseng-kwo-fan, forms a curious commentary on the subject before us. Tseng-kwo-fan, Viceroy of Nanking, and representative of a powerful party in the State—recommends his Government to refuse the right of navigating the inland waters by small steamers, or of constructing railways, as these will seriously injure the boating population; to refuse the right of residence and trade in the interior, as that would interfere with native merchants; to refuse permission to import foreign salt, as that, again, would interfere with native salt merchants and manufacturers; and almost the only concession he would make is permission to work the coal-mines, as that would, he thinks, be a source of benefit to the country. He would also assent to some concession to missionary enterprise, simply because he believes it to be futile. But he is emphatic on the score of railways, telegraphs, inland steamers, and inland residence, and advises armed resistance in preference to concession. The people, he says, could not fail to support a risk incurred in support of their own rights. This is a poor, blind policy at best, though put forward with some show of plausibility; for, as *The Times'* correspondent justly says, the innovations most strongly contended against are exactly those most likely to be beneficial to the Imperial Government; nothing would give them greater strength against local disturbances or general rebellion than telegraphs to afford quick communication between the capital and distant provinces, and railways to convey large masses of troops to the points where they are required. But Mr. Burlinghame's policy, when it comes to be dissected, proves to be merely an echo of Tseng-kwo-fan's. A new treaty, professing to grant a general reciprocity of all possible rights and privileges—some of them altogether delusive, and others impossible to realise—will be of far less value than a fair revision of the old treaty, providing for the full exercise of those special rights which it already pretends to accord, but which are, and always have been, wrongfully withheld.

The Embassy, it is said, will arrive on this side the Atlantic in about a fortnight, but whether our own, or some other European Court, will be visited first is not stated. At that time, however, the Queen will be in retirement in Switzerland, and Lord Stanley will also be absent, as Minister in attendance on Her Majesty. The Foreign Secretary does not appear to attach any very great importance to Mr. Burlinghame's approaching visit, for on being asked by Colonel Sykes (on the morning of prorogation) "whether he had received any communication from the Envoy of China," Lord Stanley replied in the negative. "He was not aware when "the gentleman referred to was expected in this country." Perhaps Lord Stanley *was* aware how worthless a document Mr. Burlinghame would present for his consideration when he should arrive.

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LITERATURE.

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COLONEL GORDON'S CAMPAIGN AGAINST THE TAIPINGS.

The Ever-Victorious Army; a History of the Chinese Campaign under Lieutenant-Colonel Gordon, C.B., and of the Suppression of the Taiping Rebellion. By Andrew Wilson, Author of "England's Policy in China," and formerly Editor of the *China Mail*. William Blackwood and Sons: Edinburgh and London. —A link of no slight importance in the chain of contemporaneous history is supplied by this volume, and supplied, moreover, in a manner which leaves nothing to be desired. The clique of rebel sympathisers, once so numerous among foreigners in China, is we may assume long ago extinct; but were any proof still needful of the utter futility of their hopes that the regeneration of China was destined to be effected through the agency of Taiping-dom, such evidence is now placed before us in the most complete and most convincing form. From time to time fragmentary notices of the progress of the Taipings, and isolated narratives of some of the leading events connected with the movement, have appeared. In the well-known works of Mr. Meadows, Mr. Oliphant, Commander Brine, and Dr. Rennie, the earlier portion of this eventful chapter in Chinese history has been ably dealt with, but in Mr. Wilson's book we have for the first time a succinct account of the entire movement—its origin, spread, and final extinction by the operations in which Colonel Gordon took so conspicuous a part. It is fortunate, indeed, that the task has been undertaken by a hand so well qualified to execute it. The main facts of the story are based upon such authentic data—Colonel Gordon's own private journal and correspondence being the chief—as admit of no doubt as to their accuracy. But the very nature of the chronicle did not allow of its being treated simply as a record of dry facts. The causes of the discontent that had long smouldered, until the embroilment of the Imperial Government with foreign Powers afforded the turbulent spirits who fomented it an opportunity of breaking out into organised rebellion—the curious manner in which the Taiping movement and the foreign war acted and reacted on one another—these and other considerations more or less closely interwoven with the main subject of the work had to be explained, in order to render the sequence of events completely intelligible. How the rashly-provoked wars with England weakened the power of the Government, and so enabled the insurgents to obtain an ascendency; how the anarchy thus induced rendered the Government incapable of acceding to the demands of foreigners; how Hung-sew-tsuen rose into power, established himself as the "Heavenly King of the Great Peace," and held his court at Nanking, the ancient capital of China; how the Imperialists, foiled time after time in their efforts to recover possession of this stronghold, at last humbled themselves to solicit aid from the very same "barbarians" they had so lately treated with contemptuous defiance; all this, and much more, is narrated in the earlier chapters, before we come to the formation of the "Ever-Victorious Army," which gives its well-earned title to the book. The nucleus of this force was a body of about a thousand drilled Chinese, with a sprinkling of Europeans and Manillamen originally raised by "General" Ward and his lieutenant, Burgevine—names familiar enough to all who watched the progress of Chinese affairs in 1861 and 1862. During the latter year it did good service, in conjunction with the British and French forces, in clearing the "thirty-mile radius" around Shanghai. Ward was killed at the capture of Tse-ki, in September, 1862; Burgevine succeeded him, but soon quarrelled with his Chinese superiors, and was dismissed; and after a short interregnum, during which Captain Holland took the command, Colonel (then Captain) Gordon, of the Royal Engineers, was selected, at the recommendation of General Staveley, as the permanent chief of the army destined eventually to destroy the hydra-headed monster that threatened the dissolution of the empire.

The chapters that follow, detailing the exploits of the Ever-Victorious under its new commander read far more like romance than history, and afford a forcible illustration of the well-worn saying that truth is stranger than fiction. Gordon is of course always the central figure; not that he himself would have willed it so, as all who have any knowledge of his character must be aware. Indeed, Mr. Wilson tells us that when conceding the use of his journal and papers, he expressed a strong wish "that he should not be made the hero of a work in which so many other officers were engaged;" and that the relation of his own services "should be subordinated to the more important object of presenting a true account of the course of events." Doubtless Mr. Wilson conscientiously endeavoured to carry out this wish; but however anxious he may have been to do so, he could not write a truthful account of the campaign without picturing Gordon as a hero in the truest sense of the term. Mature in judgment, to a degree wonderful at his age; untiring in energy; brave even to rashness; loyal, humane, and modest; generous and disinterested to the very extreme of self-abnegation, he exhibited in perfection all the highest qualities of an honourable soldier. The material he had to work with consisted of a heterogeneous assemblage of Chinese from different provinces, subsequently reinforced by numbers of rebel captives, who would willingly join the ranks of their conquerors, and next day fight against their former comrades as a matter of course. The force varied in strength from three to five thousand men, divided into five or six infantry regiments, with as many batteries of artillery; the commissioned officers being all foreigners of various nationalities, of the construction and discipline of the force, the pay and emoluments of the officers, their relations with the local Chinese authorities, the difficulty of adjusting the internal dissensions that too frequently arose, and many similar points of interest, Mr. Wilson gives a full account. Gordon soon obtained the entire confidence of his troops, and from that time led them to victory after victory in rapid succession. The account of the capture of Tai-tsan (a walled city strongly garrisoned by the rebels) with a force of only 2,800 men, will give a fair idea of the sort of work he had entered upon:—

"On the 2nd May (1863), the 1st regiment was moved at an early hour towards the North gate, in order to prevent a retreat from that point, and to cover the left flank of the main body of the attacking force, which was established in the Western suburb. The troops were so placed as to be under cover; and the guns, protected by portable wooden mantlets, were gradually pushed forward until they were within a hundred yards of the walls of the city, which, by 2 P.M., were rather dilapidated, as every gun and mortar available was in action. Two hours after this, a wide breach having been made in the walls, a storming party advanced to the assault. The resistance made, however, was now very serious—the place being garrisoned by 10,000 men, 2,000 of whom were picked braves,—and its guns being served by several English, French, and American adventurers in Taiping employ. The rebels swarmed to the breach, manned the walls, and poured down a tremendous fire on the attacking column as well as on the bridge beyond. Major Bannon, however, who led the storming party, succeeded in mounting the breach, and a hand-to-hand conflict took place, in which the assailants were for the moment worsted and compelled to retire, the Taipings being bravely headed by the foreigners in their service. Again the guns played upon the breach for about twenty minutes, and then the assault was resumed. At last the 5th Regiment, under Major Brennan, advanced, and Captain Tchirikoff's company managed to plant the colours of that regiment on the top of the wall On this the storming party covered in, while the Taipings fled in every direction, trampling each other to death in their eagerness to escape. . . . . The loss on the part of the Ever Victorious army was heavy, Major Bannon, of the 4th Regiment, with about twenty rank and file, being killed, while there were wounded—Lieut. Wood, R.A., Major Murant, Captains Chapman, Chedwick, Ludlam, Robinson, and Williams, with 142 privates—out of a force of 2,800 men."

It was no child's play that Colonel Gordon had undertaken, and this was the commencement of a long series of equally hard-fought battles. A fortnight later (May 16) he was made by special Imperial decree a Tsung-ping—a rank in the Chinese service equivalent to that of brigadier-general. A much higher grade than this was in store for him; but this alone, as Mr. Wilson observes, sufficiently refutes an assertion put forth by Mr. Lay that Gordon never held an Imperial commission. A translation is given, certified by Mr. Mayers (interpreter to H.M.'s Consulate), of the despatch in which Governor Li announces this honour to its recipient.

The next noteworthy incident was the capture of the still more important city of Quinsan, in which between 3,000 and 4,000 rebels were killed, and 800 taken prisoners. This, being a strong and central position, was forthwith adopted as the head-quarters of the force and the base of its future operations. The capture of this important stronghold was followed by an incident that called into action all the energy and determination of which Colonel Gordon was capable. The force was yet only partially disciplined, and much addicted to plunder; and at Quin-san more stringent regulations than had hitherto existed on this point were put in force. A mutiny, in which the artillery took the lead, was attempted, and for the moment seemed likely to end in a general massacre of all the superior officers. The result may be told in the author's words:—

"This intimation of serious mutiny was conveyed to Colonel Gordon in a written proclamation. He ordered up the non-commissioned officers, being convinced that they were at the bottom of the affair, and inquired of them who wrote the proclamation and why the men refused to fall in. On their professing ignorance, they were told that one out of every five of them would be shot—a piece of information which was received with groans. As it was absolutely necessary to restore discipline, the commander ordered a corporal, one of the most prominent of the groaners, to be dragged out and shot, which was instantly done by two of the infantry. The remaining non-commissioned officers were then put into confinement for an hour, with the assurance that if the men did not fall in, and if the name of the writer of the proclamation were not given up by the end of that time, the arrangement of shooting every fifth man would be carried out. This energetic measure brought them to their senses, the men falling in and the writer's name being disclosed."

Of the fate of the writer of the proclamation and ringleader of the mutiny nothing is said, but it is not difficult to guess. The necessity of maintaining order under all circumstances, and at any cost, was of course paramount to every other consideration, and justice could not always be tempered with mercy. This difficulty surmounted, the force was employed in a series of operations which, though generally successful, were not uniformly so, and which required the utmost military skill as well as personal courage and endurance to carry on. The service, in fact, was one not only of incessant toil, but of far more than ordinary exposure to danger to the commander; for he had constantly to lead assaults in person, and often to seize reluctant officers and march them into the thick of the fire. And here one of his most remarkable peculiarities must be noticed: in all this desperate fighting he carried no arms, unless an ordinary cane can be considered as a weapon. Mr. Wilson says:—

"In almost all these engagements Colonel Gordon was very much exposed; for he found it necessary, or at least expedient, to be constantly in the front, and often to lead in person. Though brave men, the officers of his force would sometimes hang back, and their commander had occasionally to take one by the arm, and lead him into the thick of the fire. He himself seemed to bear a charmed life, and never carried any arms, even when foremost in the breach. His only weapon on these occasions was a small cane, with which he used to direct his troops; and in the Chinese imagination this cane soon became magnified into Gordon's magic wand of victory. His Celestial followers, finding him almost invariably victorious, and escaping unhurt, though more exposed than any other man in the force, naturally concluded, in accordance with their usual ideas, that the little wand he carried insured protection and success to its owner."

Of the numerous romantic incidents that go to make up this

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strange eventful history, we may here quote one that went far to strengthen the belief in his being protected by some supernatural influence. This occurred immediately after the capture and occupation of Patachiaou :—

"Behind the stockades which he had taken there was a bridge 350 yards in length, with 53 arches, which had been partially cut through to let the *Hyson* (a gun-vessel belonging to the force) pass through; and this bridge was the scene of a curious incident which occurred to Colonel Gordon. He was resting on its parapet one evening, smoking a cigar, when first one rifle or musket-ball, and then a second, struck the stone upon which he sat. These shots came not from the enemy, but from his own camp, where they had been fired accidentally. On the second shot being fired, Colonel Gordon thought it necessary to descend into his boat and go over to the camp to inquire into the matter; but he had hardly got half-way across the creek below when that part of the bridge he had been sitting on suddenly fell into the water, so that the accidental shots which had endangered his life were probably the means of saving it."

The operations now in progress were chiefly directed towards the capture of the great city of Soo-chow, one of the most important strongholds still in the hands of the rebels. Gordon's force was far too small to justify a direct attack on a fortified city of such dimensions; Soo-chow was garrisoned by 40,000 Taipings, some 20,000 more held the neighbouring town of Wusieh, and one of the "Wangs," a rebel king, was entrenched midway between the two with a force of 18,000 men, ready to give aid to either. The "Ever-Victorious" army at this time numbered only between three and four thousand men, but was supported by some 10,000 Imperial troops under native commanders. The disproportion of numbers, as already observed, negatived the idea of a direct movement; but Gordon fought his way completely round Soo-chow, and left a fortified circle held by its allies, encompassing the city. In one of these battles the Commander had another of his many narrow escapes, and we quote Mr. Wilson's account of it because it so well exemplifies his manner of dealing with his officers :—

"Some day's previously Gordon found lying on the ground a letter in the handwriting of this officer (Captain Perry) to a Taiping sympathiser in Shanghai, giving information as to the intended movements of the force. On being shown this letter Perry confessed that he had written it, but declared he thought the information of no importance, and had only intended to send it to Shanghai as a piece of gossip which might be interesting. On this his commander said to him, 'Very good, Perry. I shall pass your fault over this time on condition that, in order to show your loyalty, you undertake to lead the next forlorn hope.' This agreement had been forgotten by Colonel Gordon when, a few days after, they stood together on the edge of the ditch in front of the stockades at Leeku. They were both, in fact, leading a forlorn hope; and, while standing together, a ball struck Perry in the mouth, and he fell into Gordon's arms, where he almost immediately expired."

The investment of the city completed, a night attack was made which resulted in a repulse. Gordon, as usual, led his force in person, but the resistance was desperate, and the fire so appalling that all his exertions could not prevent the assailants from falling into confusion, and he ultimately retired with considerable loss. The attack lasted three hours, during which Gordon's artillery (twenty guns) poured an incessant fire of shot and shell on the stockade that formed the point of attack; and in this stockade the Moh Wang, who commanded the defenders, fought like a private soldier, without shoes or stockings. It is sad to remember that only a few days later this brave leader was the victim of a cowardly assassination by his own people. This reverse, instead of acting as a discouragement, seems to have whetted Gordon's appetite for hard fighting; for next day he again opened fire on the stockades, and after battering them for some time, once more led the assault in person. During a desperate hand-to-hand fight, the result of which for some time seemed doubtful, Gordon, surrounded only by a handful of men, found himself separated from the rest of his force by a large body of Taipings; still he pushed forward, rallied his men, and ultimately carried the stockades. The city then capitulated, on which Gordon withdrew his force to avoid the demoralisation certain to ensue if they were allowed to plunder, leaving the place in the occupation of the Imperial troops, commanded by General Ching and Li, the Futai (or Governor) of the province, with a distinct understanding that no cruelty should be practised on the vanquished. Then followed a series of events too complex to be described in detail, but ending in the discovery by Gordon of the headless bodies of nine of the rebel chiefs, who had been executed at the instigation of Li :—

"On witnessing this sight Colonel Gordon's grief and indignation knew no bounds. Though he had not actually guaranteed the safety of the Rebel Chiefs, yet he had assisted in inducing them to surrender on the supposition that the Futai would treat them in an honourable and humane manner. His first impulse was to obtain hold of the Futai and inflict summary justice on that high official. General Ching, however, gave timely warning of Gordon's incensed state, and Li very wisely avoided a meeting. For some days Gordon's anxiety to meet with the Futai was only equalled by that of the Futai to keep out of his way, *and this was the only period of his campaign during which the commander of the Ever-Victorious Army burdened himself with carrying arms.*"

Li, however, escaped with a whole skin; but Gordon called his officers together, and announced his intention of forthwith laying down his command unless the Peking Government took steps to punish this treachery. In the end, Li partially justified his merciless severity by showing that the conduct of the chiefs, subsequent to their surrender, was menacing in the extreme; instead of quietly accepting their position as prisoners of war, they demanded to be allowed to retain command of the city, refused to disband their forces, and otherwise exhibited such insolence that only their immediate execution could have prevented the outbreak of further hostilities on the spot. Mr. Wilson accepts the explanation as satisfactory, and thinks Li's action justified by the rules of Chinese warfare; but Colonel Gordon took a totally different view, and the question is manifestly one on which no reconciliation of adverse opinions is at all probable. Colonel Gordon, having abandoned the idea of inflicting summary vengeance on Li, held his force at Quinsan, declining to move further until the matter had been decided at Peking. Soon after this the Emperor issued a decree acknowledging Gordon's eminent services, conferring on him a medal of distinction of the highest class, and ordering payment to him of the sum of 10,000 taels (about £3,500), as a special reward for the capture of Soo-chow. These honours were in the ordinary course conveyed to him through Li, the Governor, who at the same time offered valuable presents from himself; they were, however, indignantly refused by Gordon, who also sent back the 10,000 taels with a short reply to the Emperor's decree, in which he stated that, "owing to the circumstances which had occurred after the capture of Soo-chow, he was unable to accept any mark of his Majesty's recognition." Though he steadfastly adhered to this decision, Gordon was ultimately persuaded once more to take the field, on a promise being given that no executions should in future take place without his authorisation. Some reverses attended his first movements, but the "Ever-Victorious" soon vindicated its fame, and at the end of some fourteen months' campaigning the rebels were left with only Nanking and Wuchu. In the meanwhile the treachery at Soo-chow had reached the ears of the British Government, who consequently withdrew the permission hitherto accorded to British officers to serve in the Chinese army. In obedience to this measure Gordon laid down his command, and the Ever-Victorious Army was disbanded. Its mission was fulfilled; the two cities that alone remained to the Taipings were already closely invested by Imperialist troops, and were very soon afterwards starved into submission. The closing days of Tai-ping-dom—when Nanking was in its last extremity—the pseudo-regal state of the "heavenly monarch" dwindled to a shadow—the garrison disorganised, the city in ruins, the people starving—present a melancholy picture; a little later, and the suicide of the unhappy "king," the burning of the greater part of the city, and its capture, with tremendous slaughter, by the Imperialists, marked the final extinction of the great Taiping Rebellion. This was in July, 1864.

On the dissolution of the "Ever-Victorious" the Chinese Government dispensed liberal gratuities to the officers and men, especially those who were disabled, and once more they offered to reward the exertions of the commander with a large sum of money. Once more, however, was the offer courteously but firmly declined; and this self-denial raised him higher than ever in the estimation of the Chinese authorities. He had spent not only his whole pay, but some of his private funds, in promoting the efficiency and well-being of his force; he had spared himself no labours, had shirked no danger, yet resolutely refused any pecuniary reward. Honours were, however, heaped upon him without stint. He was thanked for his services by Imperial decree; created Ti-tu (Commander-in-Chief), the highest military rank existing in China; received a banner and the Order of the Star, as well as the distinction of the Yellow Jacket, the highest possible mark of Imperial favour. He was also specially recommended by the Emperor to the British Government, who made him a C.B.; and so, with all possible honours from the Chinese Government, and this paltry distinction from his own, he returned to England at the end of 1864 and contentedly resumed his position as a simple officer of Engineers.

The book of course would not have been complete without some notice of the projected Anglo-Chinese flotilla, Mr. Lay's "magnificent scheme for regenerating China and exalting himself." The history of this gentleman's arrogant pretensions, and the miserable *fiasco* they brought about, are duly chronicled; but our readers must by this time be thoroughly sick of Mr. Lay and his mania for self-aggrandisement, so we will pass over this story without further comment. A specially important chapter is that entitled "Sketches of Nature and English Officials in China," which gives some interesting particulars regarding Prince Kung, Tseng-kwo-fan, and Wan-seeang, three statesmen whose influence on foreign interests in China is especially important at this juncture. Lord Elgin, Sir Frederick Bruce, and our present Minister come in for their share of criticism, which is of a highly favourable nature as regards the two former, and rather the reverse as regards Sir R. Alcock. Mr. Wade, Sir Harry Parkes, Admiral Hope, Mr. Lay, and Mr. Hart are all mentioned in this chapter, and the influence they have exercised on Chinese affairs is freely commented on. Mr. Hart appears to be a special favourite with the author, who attributes the recent appointment of Mr. Burlingame as Chinese envoy to his inspiration; whether that step is destined to prove an unmixed blessing either to the Chinese or ourselves yet remains to be proved, and any discussion of it would be out of place here.

It was hardly to be expected that the disturbances that had so long convulsed the Middle Kingdom should end finally with the suppression of the Taiping rebellion. Later events have made us familiar with many other minor insurrections, among which the Nienfei and the Mohammedan rebels have been the chief agents. Mr. Wilson, in an ably-written chapter devoted to these movements, shows that their importance, as regards the general homogeneity of the Empire, have been much over-rated; although the excesses of the Nienfei have from time to time undoubtedly justified a feeling of uneasiness regarding the safety of some of the more northern ports. He points out that the Nienfei are but a body—certainly a large body—of marauders, driven to a life of brigandage by famine and similar causes, and possessing no political organisation such as would give them any chance of subverting the Imperial Government. One of the results of the Taiping rebellion was to diminish the resources of the Government, and hence

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ensued a neglect of public works—among others, the embankments of the Yellow River, which consequently overflowed and laid waste large tracts of land in Chih-li, Shantung, and Honan.

"The necessity that knows no law but self-preservation has created these robber bands, but of course they have attracted to them many idle and disreputable people inclined for all kinds of mischief, and such bands necessarily grow by what they feed upon. The people whose houses they plunder (and, it might be added, whose farms they lay waste) become themselves Nienfei, in order to avoid starvation; and so a band increases rapidly, until it attains such dimensions that the Imperialist troops are directed against it. . . . Occupied by its foreign war and the Taiping rebellion, the Government allowed the Nienfei to continue their depredations, until they became formidable bands, threatening at times to advance on Tientsin and cut off the communication between Peking and the sea."

Vigorously attacked at different points by Tseng-kwo-fan and San-ko-lin-sin, and subsequently by Li (now a Che-tai, or Governor-General), the Nien-fei were dispersed; but they still reappear from time to time, and Mr. Wilson admits that we must expect to hear of their depredations at intervals for some few years. The Mohammedan insurgents can hardly be called rebels; they people some of the outlying dependencies that have been rather a source of weakness than of strength to China, and the severance of the remote provinces of Kansuh and Ili, consisting of wild deserts and inhospitable mountains, would be a positive benefit instead of an injury to the Empire. The general conclusion drawn by the author from these facts—in which we quite coincide—is, that these local disturbances, although they receive a semblance of importance from the exaggerated accounts published, are after all but trifling affairs in an empire of some 400,000,000 inhabitants. Too much faith is placed in the statements of alarmists—"Foreigners who enliven their exile by abundant gossip and their Chinese hangers on, who take a peculiar pleasure in stuffing them with startling stories." Probably this remark of Mr. Wilson's was already in type when the cost of the China Legation was debated in Parliament last month, or he might have included in the category of "startling stories" the wonderful statements then put forth by Colonel Sykes. The self-constituted oracle of the House of Commons on all subjects connected with China said:—"There was no such thing as Executive Government in China. . . there was no executive power at Peking; *almost every province* was in a state of rebellion. . . the greater portion of the country was in possession of the insurgents." For which highly satisfactory reason he wanted to cut down our Minister's salary to £4,000 a-year. Lord Stanley naturally declined to accede to the proposition, although "nobody understood China affairs better than the hon. member." As if the "hon. member" had a single idea—or even the ghost of an idea—of the true state of affairs in China! But this is a woful digression from Mr. Wilson, to whom we must return for a brief space yet.

Of course the author has somewhat to say of the conduct of foreigners in China generally, and of the British merchant in particular. That misguided individual is once more told of the fatal mistake he made in supposing that an inexhaustible *El Dorado* would be found in the mere multiplication of ports and commercial establishments on the coast and rivers of China.

"The very ease with which they made money, and their otiose, luxurious style of life, brought the foreign merchants into a condition like that of Jeheshurun when he waxed fat and kicked. The repelling attitude of the Celestials at Canton, the Hwang-chu-kee murders, the expansion of commerce in other parts of the world, and above all, vague but glowing hopes connected with the opening of the Yang-tsze River and the interior of the country, threw the foreign community in China into a feverish state of dissatisfaction with the past, disgust with the then present, and boundless anticipations of the future. It must have been a great relief to their minds when Sir Harry Parkes picked up the bone of the lorcha *Arrow*, and Sir Michael Seymour suddenly remembered that we had a right, or something like a right, to enter the gates of Canton. . . . When that city was taken it began to dawn disagreeably on the mind of the mercantile community that something more than the seclusion of China was being broken into; that other old things were to pass away, including many of their former privileges, and a portion of their former power. . . . The foreign community entered on a phase of matters very different from what it had fondly anticipated. . . . It soon became painfully clear that the opening of a large number of new ports, the influx of an increased number of foreigners, and a wild tendency among them to competition and overtrading, which was taken advantage of by combined action among the native merchants, were producing a period of distress and ruin."

The picture is too true, and needs not to be completed by a recapitulation of the disastrous results to which it formed the background. Mr. Wilson goes on to say that "their fixed idea is that China is not opened, and that commerce will expand immensely if only they can get further access into the interior." Surely this idea no longer prevails; the dream has been rudely dispelled, and merchants, we should hope, no longer put their faith in further "opening-up," in the old sense of the word, but in a gradual and natural development of the trade now existing. We have already far outrun the limits usually accorded to a review, but it is impossible to pass unnoticed an appendix in which the author explains his reasons for not noticing in the body of his work a book entitled "Ti-ping Tien-kwoh," professing to be a history of the great rebellion, written by a person calling himself "Lin-lee," who fought with and for the rebels.

"My reasons for taking no notice of that book are various and sufficient. It is not necessary to go beyond the author's own admissions to find ground for receiving his statements with caution. Though he does not mention the name of the *Firefly*, he admits heading the capture of a steamer at Shanghai in circumstances which leave no doubt that the *Firefly* is referred to; he actually complains that for being engaged in that act one of his accomplices, a man called White, was condemned to three years' imprisonment by the British Consular Court of Shanghai. . . These are not recommendations, for they involve a direct admission that he committed what the laws of his country condemned as an act of piracy. . . He admits having made prisoner on board this captured steamer four Europeans, and that he promised to endeavour to pass them into Gordon's lines as prisoners of war . . . How this promise was fulfilled can only be judged from his own statements, and from the fact that when Colonel Gordon occupied Wusieh he found there the bodies of the four men in a burned and mutilated state, which proved in the judgment of his (Gordon's) medical officers that they had been deliberately tortured before death. . . . But even this is not all. According to his own account, 'Lin-lee' shot dead Hart, an Englishman, one of his four foreign associates in the capture of the *Firefly*, as they were returning from Soochow with the price (£20,000) which they had received for that steamer. At the same time he drove away, and 'nearly frightened out of his life,' Thompson, the second of his associates, and on reaching Shanghai, White, the third, was betrayed to the British authorities and cast into prison, while only the virtuous Lin-lee (Lindley?) escaped unscathed with his prey to England. . . . 'Lin-lee' on returning to England for the benefit of his health, &c., is not content with availing himself of his success, but must place himself in prominent contrast with Colonel Gordon. The latter officer is supposed [Mr. Wilson might have written well known] to be not a bad specimen of the Christian gentleman. His officers and soldiers idolised him; Chinese of all classes regarded him with high respect; . . . . always foremost in moments of danger, no coolie of his force cared less for personal comfort; . . . . he returned from China a poorer man than he went out, with little more than the honorary acknowledgments of his own and the Chinese Governments. But it seems we are all under a mistake. The real hero is 'Lin-lee,' whose exploits, so far as he adduces testimony, are the midnight capture of a small steamer lying off a peaceful settlement; the delivery, for money, of it *and the Europeans on board* to the cruel Taipings; the killing of one of his associates; and a secret flight to England."

Enough of this unsavoury subject. But before taking a final leave of Mr. Wilson's book, it may not be out of place to ask whether, in the opinion of those best qualified to judge, due effect has been given to the strong recommendation from the Chinese Government with which Colonel Gordon returned to this country. It was in furtherance of British policy, and at the instance of the British authorities, that he assumed his command; his exploits advanced British interests, besides promoting the cause of order and civilisation generally; they shed, moreover, a lustre on British arms that can scarce be dimmed by any lapse of time. Through a campaign of unparalleled difficulty, including some thirty sieges and pitched battles; through treachery, mutiny, massacres, and indescribable horrors, he bore a stainless shield—truly a knight "without fear and without reproach." Another engineer officer, who has just concluded a successful campaign—admirably conducted, no doubt, but not entailing a tithe of the labour, privation, and danger of Gordon's—is made a peer and a G.C.B. and pensioned. Gordon, as a reward for incalculable services in the great cause of humanity, receives a brevet Lieutenant-Colonelcy and the Companionship of the Bath, and is no more thought of. Barren honour indeed! Surely something better worthy of his country's bestowal, and his acceptance, might have been found.

Monetary and Commercial.

We understand that the Hong Kong Government has sanctioned a proposal made by the directors of the Hong Kong and Shanghai Bank, by which the payment of the remaining call on the unpaid 20,000 shares will be spread over a term of five years, expiring in December, 1874, and that a notification to this effect will in due course appear in the *Hong Kong Government Gazette*.

In the Rolls Court on the 23rd ult. an application was made by creditors of the Commercial Bank Corporation of India and the East that the official liquidator might be directed to pay a further dividend out of the funds—said to be about £300,000—in his hands. The application was opposed by some of the contributories, who alleged that many of the creditors claiming a dividend were not entitled to rank as creditors, the recent decision in the case of Captain Felix Jones having established that depositors might, under certain circumstances, have to claim against the predecessor of the Corporation—namely, the Commercial Bank of India. Lord Romilly, however, directed the payment of a dividend of 2s. 6d. in the pound, or of such further amount as the liquidator should think proper, security to be taken from those creditors whose claims are objected to, for repayment of the money, if the appeal now pending should decide that they are not to be included in the list of creditors. A further call, to be made at Michaelmas, was also authorised. On the 30th the matter was again before the Court, and owing to the opposition by some of the shareholders the Court decided against the immediate distribution of the dividend. We have on more than one occasion pointed out that the course adopted by the shareholders in this bank could be productive of only evil results, and this is further verified by the announcement just made that the conflict of interests between the shareholders in the Commercial Bank Corporation of India and the East and those of the old Commercial Bank of India, has necessitated the appointment of a separate liquidator for the latter. This antagonism opens the door to fresh litigation, the result of which cannot fail to be disastrous to both parties.

Biddings for £200,000 in bills on Calcutta and Madras took place on the 5th. The amounts allotted were—to Calcutta, £177,200, and to Madras, £22,800. The minimum price was fixed, as before, at 1s. 10½d. on both Presidencies; and tenders at 1s. 10⅞d. will receive about 94 per cent.; those above will be allotted in full. These results show a renewed diminution in the demand for means of remittance to the East.

The limited amount of Mexican dollars brought by the last West India packet was disposed of for shipment for China at 59½d. There is now less demand, and the price shows a drooping tendency, owing to the recent fall in the China exchanges. The

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nominal quotation is 4s. 11d. per ounce, but to effect sales a reduction from this price would probably have to be submitted to. Bar silver is quoted 5s. 0¼d., with very few transactions.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton on the 25th ult., was, in gold, to Madras, £4,339; in silver, to Hong Kong, £34,892; to Shanghai, £21,400; total in gold, £4,339; in silver, £56,292.

The amount of bullion by the P. and O. Company's steamer *Syria*, from Southampton on the 8th inst., was in gold, to Galle, £10,750; to Bombay, £4,280; to Madras, £2,592; in silver, to Hong Kong, £24,912; total in gold, £17,622; in silver, £24,912.

It has been decided by a few of the firms in London to undertake the forwarding of telegraphic mercantile messages to the Chambers of Commerce in China in place of those now forwarded by Messrs. F. Bower and Co., who are desirous of being relieved from the responsibility involved.

The new subscription room in Lombard-street, which is intended to afford similar conveniences to the old-established "Jerusalem" in Cornhill—but on a more extended scale—has obtained the support of several houses of good standing. The date of opening has not yet been fixed.

The Paris *Comptoir d'Escompte* has announced a dividend of £1. 1s. 10d. per share, making up a dividend for 1867-8 at the rate of 10 per cent. per annum.

The Albert Assurance Company, one of the principal life offices in India and the East, has just issued a notice to the effect that in consequence of the few casualties that occurred in connection with the Abyssinian expedition, the extra premium charged to those constituents of the office who took part in the expedition will be refunded. The extra premium being at the rate of eight guineas per cent., the concession must be considered a very handsome one.

A prospectus has been issued of the Globe Marine Insurance Company, with a capital of £400,000, in shares of £20. The manager of the underwriting department is Mr. Charles Richard Harford, junr., and it is understood that the share list has already been largely subscribed by merchants and others who place reliance on the result of his experience and connections.

At the meeting of the British Indian Tea Company (Limited) the deficit on the operations of the year was stated at £3,500, partly owing to a decrease in the quantity of tea manufactured, and partly to the decline in the market value of the article. The report was adopted.

The half-yearly report of the directors of the West India and Pacific Steamship Company states that there has been a satisfactory increase in outward freights earned, but that in the homeward there has been some diminution; and that the business of the company is generally satisfactory, all the vessels being kept well employed. A fair sum is "accumulating to the credit of the insurance fund account." The directors recommend an interim dividend of 12s. per share, free of income-tax, being at the rate of 6 per cent. per annum, to be paid on the 12th August.

The Agra Bank (Limited) have declared an interim dividend to the 30th June at the rate of 8 per cent. per annum on the A capital of the bank. That portion of the bank's capital which is represented by B, or "reserved" shares, will not, in accordance with the articles of association, participate in the payment of dividend until after the present year.

The creditors of the late Agra and Masterman's Bank, (Limited) which passed into liquidation in June, 1866, have availed themselves of the occasion of the payment of the final instalment of all the debts of this concern with interest at 5 per cent. per annum, to convey to the board of directors of the resuscitated establishment—viz., the Agra Bank (Limited), and especially to Mr. James Thompson, the chairman—their high appreciation of the skill and promptness with which engagements to the amount of not less than seven millions sterling have been honourably and punctually discharged.

The London and County Bank held its meeting on the 6th inst. After paying all charges and interest to customers, and making provision for bad and doubtful debts, the net profits amount to £72,165 12s. 6d. This sum, added to £7,810 16s. 2d. brought forward from the last account, produces a total of £79,976 8s. 8d. The usual dividend of 6 per cent. was declared, with a bonus of 2 per cent. for the half-year, free of income-tax (equal to 16 per cent. per annum), which will absorb £75,884 5s. 4d., and leave £4,092 3s. 4d. to be carried forward to profit and loss new account.

A letter recently addressed to a shareholder in the Asiatic Banking Corporation by the official liquidator, states that the winding-up has proved most disastrous, and that the recent decision of the Lords Justices, by which secured creditors can prove for the whole amount of their claims, irrespective of the value of the securities they hold, will render the position of unsecured creditors still more unfortunate. If this decision should not be reversed, the ultimate distributions to the general creditors will be considerably under 5s. in the pound, and this will depend upon the result of the calls now made upon the shareholders to the full extent of their liability.

BOARD OF TRADE RETURNS.

The returns of the Board of Trade for the month and six months ended 30th June have been issued. The following shows the declared value of the exports of British and Irish produce and manufactures for the month of June in the last three years:—June, 1866, £14,630,120; June, 1867, £15,490,091; June, 1868, £13,933,054. It will be seen from the above comparison that a diminution has taken place in the general volume of the export trade of £1,557,037, or about 10 per cent. in the declared value of our exportations compared with those of the corresponding month of last year, while from June, 1866, the reduction is 4¼ per cent. Depression in the cotton trade has again been almost the sole cause of these results, the diminution in our total shipments of yarns and goods having been as much as £1,225,829. Of cotton yarn our shipments have been about 30 per cent. less, both in value and quantity, while in those of cotton manufactures there has been a falling off of 18 per cent. in value and 11 per cent. in quantity. Linen and woollen goods have likewise been inactive, a falling off being shown of 35 per cent. in linen yarns and 7 per cent. in linen manufactures, and 10 per cent. in woollen manufactures. Similar results are shown by contrasting the figures for the first six months of the present year with those for the same period of last year and the year before, as follows:—Six months, 1866, £92,857,830; six months, 1867, £87,613,484; six months, 1868, £84,601,157. The import returns also exhibit a falling off. In May—the last month for which values are given—the imports of the principal articles were valued as follows:—May, 1866, £24,799,261; May, 1867, £24,405,169; May, 1868, £21,794,568.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

TEA.

	1866.	1867.	1868.
Quantity for the month ended 30th June ... ... lbs.	19,316,618	3,312,619	2,990,013
Quantity for the six months 30th June... ... lbs.	75,434,526	62,296,138	64,619,563
Value for the month ended 31st May	£1,112,691	£553,642	£659,945

RAW SILK.

From	1866.	1867.	1868.
For the Month ended 30th June.			
China... ... ... lbs.	—	—	8,686
British India... ... ,,	—	—	—
Egypt* ... ... ,,	163,371	173,209	176,668
Other Countries ... ,,	70,020	56,262	58,861
Total ... ... ,,	233,391	229,471	244,215
For the Six Months ended 30th June.			
China... ... ... lbs.	79,295	24,551	89,624
British India... ... ,,	57,271	—	12,190
Egypt* ... ... ,,	1,454,035	1,797,040	1,813,010
Other Countries ... ,,	728,970	960,088	721,561
Total ... ... ,,	2,319,571	2,781,679	2,586,385

*In transit from India, China, and Japan.

COFFEE.

From	1866.	1867.	1868.
For the month ended 30th June.			
Ceylon ... ... lbs.	11,346,468	11,229,174	11,336,224
Other British Possessions ,,	715,128	429,029	1,956,178
Total from all parts ... ,,	13,786,798	16,200,084	18,890,541
For the Six Months ended 30th June.			
Ceylon ... ... lbs.	31,588,282	36,103,245	45,746,675
Other British Possessions ,,	4,284,116	4,474,682	9,587,298
Total from all parts ... ,,	45,587,655	53,641,347	71,415,594

RAW SUGAR.

From	1866.	1867.	1868.
For the Month ended 30th June.			
Java & Philippine Islnds. cwts.	26,570	5,883	73,590
Total from all parts ,,	868,196	1,112,193	1,142,602
For the Six Months ended 30th June.			
Java & Philippine Islnds. cwts.	189,106	151,457	433,127
Total from all parts ,,	4,853,486	5,608,860	5,234,587

HEMP.

From	1866.	1867.	1868.
For the Month ended 30th June.			
Philippine Islands ... cwts.	—	11,334	11,598
Total from all parts ... ,,	107,651	64,641	66,726
For the Six Months ended 30th June.			
Philippine Islands ... cwts.	27,327	42,503	79,076
Total from all parts ... ,,	280,912	189,208	272,349

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RAW COTTON.

From		For the Month ended 30th June. 1866.	1867.	1868.
China	cwts.	— ...	2,666 ...	—
British India... ...	,,	728,646 ...	400,721 ...	211,964
Egypt...	,,	68,287 ...	45,634 ...	139,655
United States ...	,,	759,160 ...	710,872 ...	608,910
Total from all parts ...	,,	1,677,672 ...	1,293,724 ...	1,086,630
		For the Six Months ended 30th June.		
China	cwts.	—	4,707 ...	—
British India	,,	2,378,199 ...	939,536 ...	728,983
Egypt	,,	619,538 ...	702,831 ...	747,465
United States ...	,,	3,231,089 ...	3,401,483 ...	3,986,796
Total from all parts ...	,,	6,857,742 ...	5,647,206 ...	6,015,508

CLEARANCES FOR HOME CONSUMPTION.

		For the Month ended 30th June. 1866.	1867.	1868.
Tea from all parts ...	lbs.	8,432,671 ...	8,291,068 ...	5,772,056
Coffee from Ceylon ...	,,	2,029,947 ...	1,531,057 ...	1,518,844
Do. from all parts...	,,	2,595,555 ...	2,233,125 ...	2,164,150
Raw Sugar from Java & the Philippines ...	cwts.	23,793 ...	86,532 ...	61,749
Raw Sugar from all parts	,,	864,625 ...	1,030,507 ...	873,448
		For the Six Months ended 30th June.		
Tea from all parts ...	lbs.	50,040,925 ...	53,233,827 ...	56,583,180
Coffee from Ceylon ...	,,	11,612,212 ...	10,848,616 ...	10,577,192
Do from all parts...	,,	15,882,825 ...	16,221,241 ...	15,891,511
Raw Sugar from Java & the Philippines ...	cwts.	107,070 ...	252,558 ...	414,644
Raw Sugar from all parts	,,	4,848,807 ...	5,756,975 ...	5,418,481

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th June, 1868, compared with the two previous years :—

		1866.	1867.	1868.
Coffee...	lbs.	33,728,475 ...	34,616,077 ...	46,834,519
Tea	,,	107,379,611 ...	94,164,344 ...	78,450,082
Unrefined Sugar ...	cwts.	3,386,112 ...	3,020,489 ...	1,972,561

EXPORTS.

COTTON YARN.

To		For the Month ended 30th June. 1866.	1867.	1868.
China and Hong Kong	lbs.	247,200 ...	1,018,778 ...	797,680
Singapore	,,	31,720 ...	74,200 ...	69,200
Ceylon	,,	219.824 ...	30.300 ...	133,310
Total to all parts ...	,,	8,086,893 ...	14,935,421 ...	10,318,712
		For the Six Months ended 30th June.		
China and Hong Kong	lbs.	2,524,426 ...	3,009,648 ...	2,846,646
Singapore	,,	559,370 ...	1,204,790 ...	706,200
Ceylon	,,	344,978 ...	71,300 ...	271,010
Total to all parts ...	,,	63,481,909 ...	76,133,031 ...	87,484,783

COTTON MANUFACTURES.

To		For the Month ended 30t June. 1866.	1867.	1868.
China and Hong Kong	yds.	13,843,521 ...	14,495,812 ..	20,593,900
Philippine Islands ...	,,	3,619,696 ...	4,226,700 ...	4,907,300
Java	,,	9,340,032 ...	3,731,066 ...	2,858,700
Singapore	,,	3,187,675 ...	4,595,920 ...	4,101,822
Ceylon	,,	3,002,503 ...	862,430 ...	4,468,811
Total to all parts ...	,,	210,644,959 ...	235,945,855 ...	209,031,769
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	85,781.896 ...	67,441,196 ...	143,258,368
Philippine Islands ...	,,	11,829,054 ...	19,580,772 ...	17,701,420
Java	,,	27,572,125 ...	19,653,386 ...	13,494,852
Singapore	,,	25,728,657 ...	35,878,443 ...	28,977,425
Ceylon	,,	10,183.566 ...	9,881,493 ...	13,589,404
Total to all parts ...		1,196,185,533	1,304,110,080	1,373,762,414

WORSTED STUFFS.

To		For the Month ended 30th June. 1866.	1867.	1868.
China and Hong Kong	yds.	2,203,819 ...	2,258,515 ...	2,119,275
Total to all parts ...	,,	16,833,226 ...	16,791,810 ...	16,840,896
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	10,902,616 ...	13,282,564 ..	11,283,151
Total to all parts ...	,,	114,368,940 ...	99,374,466 ...	102,140,070

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th June. 1866.	1867.	1868.
China and Hong Kong	yds.	142,734 ...	68,324 ...	192,094
Total to all parts ...	,,	2,693,115 ...	2,125,937 ...	1,692,814
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	957,737 ...	757,615 ...	1,129,989
Total to all arts ...	,,	16,486,345 ...	14,870,973 ...	11,231,127

LEAD.

To		For the Month ended 30th June. 1866.	1867.	1868.
China and Hong Kong	tons	361 ...	292 ...	1,066
Total to all parts ...	,,	2,305 ...	2,758 ...	4,893
		For the Six Months ended 30th June.		
China and Hong Kong	tons	4,083 ...	1,378 ...	4,973
Total to all parts ...	,,	13,950 ...	11,421 ...	21,435

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and five months ended 31st May, 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Month ended 31st May. 1866.	1867.	1868.
China (exclusive of H. Kong)	£527,750 ...	£410,891 ...	£641,237
Hong Kong	345,913 ...	162,798 ...	192,905
Japan	262,218 ...	84,187 ...	99,417
Singap. & Straits Settlements	199,058 ...	215,739 ...	85,919
Ceylon	67,081 ...	51,768 ...	56,725
Philippine Islands	74,325 ...	109,570 ...	82,410
Java	66,809 ...	64,804 ...	104,139
	For the Five Months ended 31st May.		
China (exclusive of H. Kong)	£2,150,552 ...	£1,700,697 ...	£2,466,085
Hong Kong	1,247,446 ...	717,063 ...	828,568
Japan	736,191 ...	623,395 ...	413,626
Singap. & Straits Settlements	854,508 ...	916,166 ...	620,918
Ceylon	360,513 ...	301,900 ...	290,328
Philippine Islands	292,312 ...	467,375 ...	359,909
Java	563,758 ...	553,214 ...	321,465
Siam	4,088 ...	— ...	268

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices August 8.
£10	Agra Bank, A shares	All	11½ to 12
10	Do. B do.	—	8¾ to 9¼
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., and China	All	19 to 20
25	Chartered Merc. of India and China ...	All	28½ to 29½
20	City Bank	10	11½ to 12½
28½	Hong Kong and Shanghai Bank, new...	5[illegible]	¼ to ⅝ pm.
50	London and County	20	51½ to 52½
50	London Joint Stock	15	32½ to 33½ x.d.
100	London and Westminster	20	68 to 69 x.d.
25	Oriental Bank Corporation	All	44 to 45
50	Union of London	15	35 to 36 x.d.
	MISCELLANEOUS.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	Do. Do. 1872 ...	100	104 to 106
—	Do. Do. 1882-3 ...	100	111 to 114
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	2½ to 1½ dis.
10	Credit Foncier and Mobilier of England	All	2¾ to 3
20	Egyptian Com. and Trading Company	6	5 to 4 dis.
10	General Credit and Discount Company	7½	2¾ to 2½ dis.
10	North Assam Tea (Limited)	5	6 to 4 dis.
10	Do. do. B shares	All	1 to 2
20	International Finance Society	5	2 to 1¾ dis.
50	P. and O. Steam Company	All	54 to 56
50	Do. Do. 1867	10	par to ¼ pm.
10	Upper Assam Tea	All	3½ to 4½
100	West India Steam Company	60	64 to 66

ARTICLES OF IMPORT.

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TEA.

The auctions which were commenced on the 4th were concluded on the 6th; they included 32,400 packages, of which about 30,000 were sold. The sales opened without spirit, and proceeded with great heaviness to the close. Compared with prices current by private contract, common red-leaf Congous show only a slight decline, but a marked fall has taken place in good common and medium black-leaf kinds, especially the latter, which went only a trifle over common Congou price. Common black and red leaf Congou sold at 1s. 1½d. to 1s. 1¾d., the better kinds realised 1s. 2d. to 1s. 3d., good Kaisow brought 1s. 7d. to 1s. 9½d., and fine 2s. 1¼d. per lb. In Green Tea fair prices were obtained for all descriptions. Oolong and Canton Scented Caper and Orange Pekoe show a still further reduction from last sale. Within the last day or two more inquiries have been made at the lowest terms accepted, but at present no important business has resulted.

SILK.

Sales of the new China crop have been made at 31s. 6d. for No. 3 chop Tsatlee, ordinary 30s. to 31s. These rates leave a profit of about 1s. These extreme prices are a considerable check to purchases, and have been mainly caused by the high rates given in China.

According to a Circular of Messrs. Arles Dufour and Co., of Lyons, the business in silk during the past month has been satisfactory. Buyers, finding scarcely any manufactured goods ready, have been compelled to order for late deliveries even articles such as were always formerly to be found in stock. Most of these orders have been placed at prices based upon contracts for the raw material made before the last rise. At present the extreme rates current, based upon an unusual scarcity, must greatly restrict business, especially for low goods of more general consumption. Under these circumstances a hope is expressed that the quality of China and Japan silk will prove better than that of last year, and restore the popularity which Asiatic sorts at one time enjoyed.

COTTON.—The London market has been extremely dull during the past week, the total sales only amounting to 3,730 bales on the spot, and 6,800 bales for arrival. Prices exhibit considerable reduction from those of the previous week, and the closing quotations are as follows: —Surats, 6¼d. to 9¼d.; Madras, 6¾d. to 8d.; Scinde, 5¾d. to 6½d.: Bengal, 5¾d. to 6¾d. The Liverpool market has also been very quiet. The latest prices paid have been as follows :—On the spot. American, 8¼d. to 11d.; Egyptian, 10¼d. to 13½d.; Surat, 6¼d. to 9d.; Madras, 7⅜d.; Bengal, Scinde, &c., 6d. 6¼d. To Arrive.—Broach: fair new merchants, May sailing, 7¼d. Dhollerah: fair old merchants, June sailing, 6¾d.; fair new merchants, April sailing, 7⅜d.; June shipment, 7¼d.; ship named, 7¼d. Omrawuttee: fair new merchants, May sailing, 7⅛d. Bengal: fair new merchants, March sailing, 6d.

COFFEE.—The late heavy arrivals are being brought forward freely, and the value of the article consequently declines. A large quantity of Plantation Ceylon has found buyers at a reduction of 1s. 6d. to 2s. per cwt. from last week's rates, the commoner qualities showing the

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greater fall. Good ordinary Native is again lower—the better sorts maintain their value. The first arrival of Wynaad Plantation sold at relatively good prices—the Native was held rather stiffly. The public sales of Ceylon during the week have been as follows:—2,866 casks, 744 barrels and bags Plantation, good ordinary to fine fine ordinary, 55s. to 66s., low middling and middling 67s. to 75s., good middling to fine at 75s. 6d. to 86s. 45 casks 3,361 bags Native, about half taken, common good ordinary to real good ordinary 44s. to 47s., fine ordinary and bold 48s. to 53s. 6d. Wynaad: 494 cases Plantation sold at 68s. 6d. to 78s. 6d. 250 bags Native, one lot bold, sold at 60s., the remainder bought in.

Coir Goods.—The auctions of Yarn have gone off with good spirit, and generally at advanced prices, the whole being sold. A few lots of Fibre also sold rather higher. 8 bales Ceylon Yarn sold. very fine £69, fine £56; also 108 tons in dholls, good £44 to £47, middling to good middling £36 to £42 10s., common to low middling £29 5s. to £33. The sales of Fibre have included 84 bales Singapore mattress at £15 5s. to £15 15s., while 4 tons Ceylon Fibre and 5,078 pieces (10¼ tons) Ceylon Junk were withdrawn.

Cutch.—The value of fine quality is at present uncertain; the stock in warehouse is very light, but parcels are now landing, mostly, however, previously sold for arrival. In auction 100 boxes ordinary mixed bought in at 25s.

Gambier.—The market has been extremely dull, and we have no business to report.

Galls.—Privately there have been transactions in China at 54s., and Japan being scarce and much inquired for has realised the same prices. At the public sales 78 cases China were bought in at 52s. to 54s.

Gums.—Benjamin: The transactions have been as follows:—Of 43 cases Siam 37 cases sold, good small almond with a small part bold in block, £20 5s. to £21 5s.; seed in block, £16 10s.; rather dark small almondy in block, £9 5s. to £9 15s.; siftings in ditto, £8 10s. to £8 15s. Of 18 cases Sumatra seconds 11 cases fair to good fair seconds at £9 to £9 10s.; 150 cases Sumatra thirds bought in at £5 5s. Copal: With a steady market we have to report the sale of 25 cases hard middling Manila at 29s. per cwt.

Japan Wax.—This import continues scarce, and although there has been a good demand we have no transactions to report.

Manila Hemp.—The market since our last report has been steady, but no great activity has been exhibited. The offers at auction have amounted to 704 bales, of which the sound portion was bought in; mark B. S. and Co. over L., at £47 10s.; K. C. over D., at £43 10s.; and a few bales second class damaged, mark L. L., sold at £46 to £46 10s.

Pepper.—Black: Holders are firm, and of 3,314 bags Penang about 2,000 bags were realised at and after public sale at the extreme rates required, fair Acheen, 3⅛d.; good West Coast, 3⅛d. to 3 3-16th. Singapore is mostly held above the present market value, but 600 bags have been sold at 3⅜d. White: By private contract full rates have been obtained, but at the public sales the quotations have been slightly reduced. Of Singapore 470 bags were greater part sold, fair quality at 5d., being steady, and 362 bags common Penang at 4⅞d.

Plumbago.—Rates for Ceylon are lower, and of 414 barrels offered about two-thirds sold, good bright small lump at 37s. to 37s. 6d., ordinary chips at 16s., and fine dust at 17s. 6d. to 18s. 6d. per cwt.

Rice.—On the spot little animation has appeared in the market, but the tone is less depressed than in the previous week. Madras has resold at 4½d. to 6d. above the lowest point, and Ballam has met a fair demand at 8s. 6d. ex ship, or 9s. landed. Extensive floating transactions have again occurred in soft grain sorts, partly out of the cargoes arrived. The sales of cargoes afloat have been as follows:—1,250 tons Necransie, July sailing, at 10s. 10½d., for Liverpool landed; 900 tons Necransie, July-August sailing, at 10s. 10½d., for Liverpool; 660 tons Siam, March sailing, at 11s. 7½d., for Liverpool; 500 tons Bassein, June sailing, at 11s., for the Continent; 700 tons Bassein, July sailing, at 10s. 10½d., for the Continent; 800 tons Necransie, May sailing, at 10s. 7½d., for the Continent; 800 tons Necransie, July-August sailing, at 10s. 6d., for the Continent; 700 tons Rangoon, June-July sailing, at 11s. 4½d., Continental terms; 800 tons Rangoon, May sailing, at 11s. 6d., Continental terms; 760 tons Necransie, arrived off the coast at 11s., for the Continent.

Spices.—Cinnamon: Of 50 bales Ceylon 22 bales sold, thirds at 1s. 11d., low coarse at 8d. to 1s. 3d. per lb. Cloves: Penang have advanced, and 8 cases sold at 10d. to 10½d. per lb. Mace: Penang has sold readily at firm rates, viz., good bold bright 3s. 3d., medium 2s. 2d. to 2s. 6d. At the auctions 7 cases Penang were sold, and 6 cases Singapore bought in. Nutmegs: At the public sales 62 cases Penang chiefly sold at rather lower prices, good bold 74's at 2s. 4d. to 2s. 5d., 76's at 2s. 2d. to 2s. 3d., 78's at 2s. 1d. to 2s. 2d., middling 94's to 88's at 1s. 6d. to 1s. 8d, 109 to 98's at 1s. 3d. to 1s. 4d.

Sugar.—The market for East India descriptions has been very dull for some time past, and we have no business to report. During the past week some inquiries have been made for Manila and also for other descriptions, but no sales are reported.

Tin.—The current quotations are—Banca, £94 10s.; fine Straits, on the spot, £92; afloat, £93. Messrs. French and Smith's Circular reports:—Straits has been in better demand than might have been expected, taking into consideration the reduced quantity taken by tin plate manufacturers, whose make is so much diminished by the heat and dry weather. We estimate this branch of industry alone has consumed during past month 150 tons tin less than their usual quantity. The stock here at the end of the month was small, but does not include 400 tons just arrived; this quantity is not taken into the stock in warehouse, but forms portion of the 1,580 tons still "afloat." The price is £92 cash, at which there is a good demand. In Holland the deliveries of Banca were smaller than corresponding month last year, being 7,190 slabs, against 9,307.

ARTICLES OF EXPORT.

METALS.

The following review of the trade during the past month is from the Circular of Messrs. Von Dadelszen and North:—

During the past month, what with the extraordinary heat and general depression of business, the Metal Trade has been, if anything, duller than ever; still there are indications at bottom of greater strength than the appearance of the Market would lead one to expect. The completion of an early and abundant harvest will, we trust, be the harbinger of brighter times.

Iron.—The excessive heat has naturally checked the production of finished Iron. In Wales the demand for Bars has been fair, and prices well maintained: £5 10s. to £5 15s. Rails: are decidedly dearer, and the last sales of Eries were £5 15s. In Staffordshire, makers are also stiffer, and the demand for finished Iron larger than for a long time past. In Cumberland we hear complaints from the makers of Pig Iron, and many furnaces are out of blast. In the Middlesborough district trade is more active, the low price of their Pig Iron attracting consumers, and the demand for their Manufactured Iron being on the increase. In Scotland the trade is not so satisfactory, the value of Pig Iron is declared not to be on a par with the cost of production, while the colliers are obstructive, and strikes and locks out the results. The Market for Warrants has been very firm, 52s. 9d. being the average, and present price for m.n. 52s. 6d. The shipments from Scotland during July have been 56,116 tons, against 51,240 tons last year, and 62,717 tons in 1866; and since the 1st of January, 327,615 tons, against 356,795 tons in 1867.

Copper.—This article has again suffered a severe fall in price, and is altogether in a worse position than for a long time past. The prospect of large supplies from Chili, and the advice of very heavy charters, created a perfect panic. By the two mails arrived during the month, we have advice of charters having been effected for over 8,000 tons of copper produce. This is principally the transfer of an accumulation of stock from Valparaiso to England, but the effect on our market has been most depressing, and rumours of large charters being again advised by the next mail still further deepens the general despondency of holders. Some large purchases of India sheets were made during the month, and consumers in Birmingham bought freely, but the market at the close is as flat as it well can be.

Tin Plates.—The demand has been somewhat better, and, owing to the shortness of water, there has been a reduced make; higher prices have consequently been obtainable for early delivery, and the market is decidedly firm.

Lead.—The market has again been very dull, and prices somewhat lower. We quote good soft English Pig £18 17s. 6d. to £19; L.B., £19; W.B, £21 5s.; Soft Silver Lead, £18 5s.

Swedish Iron.—A small business has been done, but at low and irregular prices.

Spelter.—The market for Silesian has been very irregular throughout the month, and the difference between the buying and selling price wider than usual; we can only account for this by the general disinclination to deal in the article. A large portion of the stock in this country is held on foreign account, and as prices abroad are comparatively above ours, which are merely nominal, it is only when a sale comes to be forced that the real value is ascertained. The consumption of English and Belgian Spelter has increased materially by their now taking the place of Silesian to a considerable extent, a fact which seems likely to revoiutionise the routine of the trade. Sales of ordinary brands, in London, have been made at various prices, from £20 5s. down to £19 12s. 6d., closing nominally at £19 15s. to £20. Ordinary brands in outports from £20 down to £19 2s. 6d., closing about £19 10s. to £19 15s. We quote special brands £20 to £20 5s. and WH £21. V and S is quoted nominally £20, but this make is fully sold. The stock in London on the 1st of August was 1,107 tons, against 1,394 tons last month; and in the outports 2,220 tons, against 2,480 tons.

QUOTATIONS.

Iron.										
Welsh Rails in Wales	...	...	per ton	£5	15	0	to £6	0	0	nett
Welsh Bars in Wales	...	...	„	5	10	0	to 6	0	0	dis. 3 per cent.
Welsh Bars in London	...	...	„	6	10	0	to 6	15	0	„ 3 „
Staffordshire Best Bars in London			„	7	10	0	to 7	15	0	„ 2½ „
Staffordshire Best Nail Rods		...	„	7	10	0	to 7	15	0	„ 2½ „
Stafford-hire Best Hoops	...	...	„	8	5	0	to 9	0	0	„ 2½ „
Staffordshire Best Sheets	...	...	„	9	0	0	to 9	10	0	„ 2½ „
Scotch Pig No. 1 in the Clyde		...	„	2	13	0	to 2	18	6	nett
Swedes Bars in London	...	...	„	10	0	0	to 10	10	0	dis. 2½ per cent.
Swedes Steel in kegs, ½ in. and ⅝ in.			„	15	0	0	to 15	10	0	„ 2½ „
Copper.										
Ore	...	...	...	...	per unit	0	13	3	to 0	13 6 nett
Chili Slabs	...	...	...	...	per ton	68	0	0	to 68	10 0 dis. 2½ per cent.
Spanish Cake	...	...	...	...	„	72	0	0	to —	„ 3 „
Australian Burra	...	...	...	...	„	80	0	0	to —	„ 3 „
Australian Wallaroo		...	...	...	„	78	0	0	to 78	10 0 „ 3 „
English tough quality		...	...	...	„	75	0	0	to 76	0 0 „ 3 „
English best selected		...	...	...	„	78	0	0	to 79	0 0 „ 3 „
English Sheets, Sheathing, &c.		...	...	...	„	78	0	0	to 80	0 0 „ 3 „
English Bottoms rolled	...	...	...	...	„	83	0	0	to —	„ 3 „
English Bottoms hammered		...	...	...	„	88	0	0	to —	„ 3 „
Yellow Metal Sheets 4 by 4 ft.		...	per lb.	0	0	6¾	to —			„ 3 „
Yellow Metal Sheathings and Rods			„	0	0	6¾	to 0	0	7	„ 3 „
Lead.										
Pig, W.B.	...	...	...	...	per ton	21	5	0	to —	„ 2½ „
Pig, other brands	...	...	...	...	„	18	15	0	to 19	0 0 „ 2½ „
Spanish soft, ex ship		...	...	...	„	18	7	6	to —	„ 2½ „
Sheet	...	...	...	...	„	19	15	0	to 20	0 0 „ 2½ „
Shot (kegs extra)	...	...	...	...	„	21	15	0	to 22	5 0 „ 2½ „
White (kegs extra)	...	...	...	...	„	27	0	0	to 30	0 0 „ 5 „
Red (kegs extra)	...	...	...	...	„	20	15	0	to 21	0 0 „ 2½ „
Spelter.										
Silesian	...	...	...	...	„	20	0	0	to —	nett
English (smelted from ores)			...	...	„	19	15	0	to —	„
Zinc.										
English Sheet	...	...	...	...	„	25	10	0	to —	dis. 2½ per cent.

MANCHESTER GOODS.

Mr. Sam Mendel's Monthly Circular, dated August 1st, is as follows:—With the exception of the improvement during the last few days this market has suffered from extreme depression and inactivity. The

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value of yarns and goods has gradually tended daily, more or less, against millowners, without circumstances of a favourable nature to arrest the downward tendency, or to impart even a temporary cheerful tone to the market. The total business for the month has been only moderate in extent, and, with few exceptions, orders were placed below the general run of quotations as the only way to avoid further accumulation of stocks. The stronger and dearer tone in the Liverpool Cotton Market, with larger sales at the beginning of the month, found no response in this market, placing both spinners and manufacturers in a still worse position from increased loss, and so forcing from necessity a resort to short-time working in numerous instances, as the only means to check the downward course of values, already so much under cost. Before the close of the month the Cotton Market had fallen more rapidly than either yarns or goods, and to some extent improving the producer's position, but not sufficiently so to cover anything near cost of yarns or goods. Since the past few days demand has become decidedly more active, and the month has closed with a more cheerful feeling and a marked improvement in demand, and prices advanced ½d. per lb. on yarns—India and China Shirtings, nominally 4½d. to 6d. per piece, with sales at quite 3d. above the lowest price previously accepted. Stocks have been generally cleared out, and contracts taken that will require many weeks to complete. Other sorts scarcely show equal improvement, but the general tone of the market is stronger and decidedly against buyers.

The Weekly Circular, dated 4th inst., states:—The improvement, both in demand and prices, during the last few days of the past week has been of short duration, and we have again less doing, with easier prices than paid on Friday last. Yarns rule about ½d. per lb., and Shirtings 3d. per piece advance on the previously lowest accepted values. The tone of the market is steady, with a fair, but not very active, demand at the advance quoted herein.

QUOTATIONS.

	s.	d.		s.	d.
Grey Shirtings, 7 lbs.	8	0	to	8	4½
,, ,, 8½ lbs....	9	9	to	10	3
Maddapollams	—		to	3	9
Long Cloths	—		to	10	0
T-Cloths	—		to	6	0
White Spot Shirtings	—		to	11	3
,, Brocade	—		to	11	6
,, Damasks	—		to	19	0
Cotton Yarn, Nos. 16-24	1	1½	to	1	2½
,, Nos. 28-32	1	2½	to	1	4

Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
July24	White Eagle	Andrews	Colombo	Off the Start
— 24	Spartan	Bedford	Bangkok, for Hmbrg.	Falmouth
—	Ulrica	Nordman	Maulmain	Naples
— 27	Fairy	Johnson	Colombo	London
— 27	Kate Carnie	Lowe	Penang	Do.
— 26	Neuhof	Kross	Bangkok	Falmouth
— 25	Alexandra	Tyrer	Colombo	Off Penzance
— 26	Feliz	—	Manila	Liverpool
— 11	Narcisse	Helfritz	Singapore	New York
— 28	Parana	Wallace	Yokohama	London
— 28	Channel Queen	Lenfestry	Ylollo	Do.
— 28	Sea Snake	Rostrup	Colombo	Do.
— 28	Talbot	James	Singapore	Do.
— 23	Fagel	Smit	Java, for Amsterdam	Off Dungeness
— 23	Gysb. Kar. Graaf van Hoogendorp	Fabritius	Singap., for Bremen	Do.
— 22	Gerard Ptr. Servatius	—	Batavia, for Amstdm.	Off Portland
— 25	Vyf Vrienden	Johann	Samar., for Rottrdm.	Off Plymouth
— 25	Victoria	Meyer	Rangoon	Off Scilly
—	Sillstria	—	Do.	Queenstown
— 23	Bilbaina	Yozaurreta	Manila	Cadiz
— 23	Gen. Echague	Lopez	Do.	Do.
— 29	Ulva	—	Penang	Deal
— 28	Maid of Orleans	Howiston	Maulmain	Falmouth
— 28	John Ritson	Gibson	Do., &c.	Do.
— 28	Onward	Livingstone	Rangoon	Do.
— 29	Amaranth	Watson	Akyab	Do.
— 28	San Francisco	Engelbrecht	Do., for Hamburg	Off do.
— 29	Palestine	Park	Colombo	Downs
— 29	Margaret Pugh	—	Rangoon	Do.
— 30	Arab Steed	Walker	Singapore	Do.
— 30	Hampton Court	—	Rangoon	Do.
— 30	Alexandra	Tyrer	Colombo, &c.	London
— 30	Lady Cecilia	Elliott	Galle, &c.	Do.
— 29	Carl v. Dobeln	Stenman	Rangoon	Falmouth
— 29	Brazil	Hibbet	Akyab	Do.
— 30	Herman Doctor	Greve	Bangkok	Do.
— 28	Nieuwe Waterweg II.	—	Batavia	Brouwershaven
— 27	Marie	Blesthorst	Sourabaya	Do.
— 17	Far Away	Luce	Singapore	Boston
— 17	Annie Main	Main	Do.	Do.
— 17	Annie McCann	—	Do.	Do.
— 31	Blair Athol	Pearson	Colombo	London
— 30	St. Bernard	Williams	Akyab	Falmouth
— 29	Maria Adolphina	Bakker	Batavia	Texel
— 19	Mievo Lantaro	Esteval	Manila	Alicante
Aug. 1	Gloriosa	Jepson	Nagasaki	London
— 1	Mary Ann	Johnson	Colombo	Do.
— 1	Elizabeth Anne	Hall	Do.	Do.
Jly. 29	Anna and Sophia	Hoekstra	Java, for Amsterdam	Off Dungeness
Aug. 1	Johann Smidt	Hageman	Saigon, for Bremen	Falmouth
— 1	Rosa del Turia	Vives	Manila	Do.
July30	Anna Maria	Jager	Banjoewangie	Texel
Aug 3	Chaa-sze	Shewan	Hong Hong, &c.	London
— 1	Cornelia	de Boer	Batavia, for Amstdm	Deal
— 1	Caroline	Svenson	Do. do.	Plymouth
— 2	Western Chief	Hill	Shanghai	Do.
July31	Malvern	Cole	Saigon, for Antwerp	Off Dover
— 31	Jan v. Brakel	de Roever	Padang, for Amstrdm.	Do.
Aug 6	Jeddo	Gray	Ceylon	London
— 2	Lady Elma Bruce	Owens	Maulmain	Queenstown
—	Brodrene	—	Akyab	Do
— 3	Juventa	Holme	Rangoon	Off Mizen Head
July31	Tordenskjold	Jorgensen	Manila	Bremen
— 31	Clio	Bek	Batavia	Texel
— 31	Kanagawa	Ouwehand	Do.	Do.

ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From.	At.
July31	Catharine Elisabeth	Krukkenberg	Sourabaya	Texel.
— 31	Bantam	Claasen	Banjoewangie	Do.
— 31	Scheldc	Hoffman	Do.	Do.
— 31	Maria Regina	Ouwehand	Do.	Do.
— 31	Jacoba	Ryken	Batavia	Brouwershaven
— 31	Cornelis Wernard Ed.	Swart	Do.	Do.
— 31	Madura	Bertaud	Akyab	Bordeaux
Aug 1	Mondelli	Dernis	Saigon	Do.
— 2	Meppel	van Dam	Batavia for Amstdm.	Off Dungeness
— 1	Josephine Bernardine	Willins	Banjoewangie	Texel
Jly 11	Eugene and Adele	Neven	Macao	Havana
Aug 5	Pilger	Ode	Saigon, for Rotdm.	Off Falmouth
— 3	Emilie	Joha (?)	Sourabaya	Brouwershaven
— 5	Delft	Kettely	Rangoon	Falmouth
— 6	Ahkera	Gunnestedt	Do.	Do.
— 6	Atlas	Harrison	Akyab	Do.
— 6	Brinkburn	Runciman	Do.	Do.
— 6	Hochelaga	Eger	Rangoon	Do.
— 6	Castlemaine	M'Gill	Akyab	Do.
— 6	Ernesto Parodi	Dallorso	Rangoon	Do.
— 6	C. H. Southard	Cooper	Akyab, for Antwerp	Off do.
— 6	Anna Camp	Drummond	Do. Do.	Do.
— 3	Isaure	Catherineau	Singapore	Marseilles
— 7	Cruiser	Kirby	Rangoon	London
— 6	Couranto	Peirce	Java	Deal
— 6	Mogul	Watson	Singapore	Do.
— 7	Augusta May	—	Colombo	Do.
— 7	Andreas	—	China	Do.
— 7	Geffrard	—	Rangoon	Do.
— 7	Surat	Dunlep	Do.	Falmouth
— 7	Leopold	Fisher	Bassein	Do.
— 6	Helen Burns	—	Rangoon	Liverpool
— 6	Juventa	—	Do.	Do.
— 7	Tivoli	—	Do.	Do.
— 7	Kinfauns Castle	—	Singapore	Clyde
— 5	Francina Wilhelmina	Winkel	Batavia	Texel
— 5	Christina Maria	Veer	Banjoewangie	Do.
— 7	Colombo	—	Colombo	Downs
— 7	Chaturanga	—	Penang	Do.
— 7	Favorite	—	Colombo	Do.
— 6	Elizabeth Rowell	—	Do.	Do.
— 6	Hindostan	—	Manila	Do.

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
July25	Chanticleer	Purdy	Amoy and Foochow	London
— 25	Dunkeld	Toms	Hong Kong	Do.
— 23	Twe Gezusters	—	Sourabaya	Liverpool
— 24	Lota	Barber	Hong Kong	Do.
— 27	Sarah Nicholson	Heffeman	Shanghai	London
—	Taunton	—	Hong Kong	Hartlepool
— 22	Yedo	—	Saigon	Bordeaux
— 28	Merse	Watt	Shanghai	London
—	Neerlands Vlag	Humphrey	Java	Rotterdam
— 18	Philips van Marnix	Moller	Sourabaya	Cardiff
— 23	Maria Diederika	Marion	Batavia	Do.
— 26	Elise	Laurensen	Hong Kong	Do.
— 29	Sanderson	Humphreys	Shanghai	Cardiff
— 28	Nestor, s.s.	Drenning	Mauritius, Peang, &c.	Liverpool
— 29	Oriental	Jarvis	Colombo	Glasgow
— 31	Minden	Bell	Cardiff and Shanghai	London
— 17	Shirley	—	Hong Kong	New York
— 30	Deutschland	Schmidt	Do.	Penarth Dock
—	J. C. Schotel	Knyf	Batavia	Rotterdam
Aug. 4	Carnarvonshire	Davies	Shanghai	London
July27	Atlantic	—	Hong Kong	Shields
Jun.28	Lamentin	Moyon	Saigon	Bahia
July 2	Prima	Martineau	Batavia	Pernambuco
Aug 2	Kevrnbitr	Torjusen	Singapore	Newport
July31	Malacca	Dawson	Do.	Glasgow
Aug. 5	Petchelee	Owen	Do.	London
—	Mauritius	—	Hong Kong	Hamburg
— 4	Nestor	Gottleben	Yokohama	Cardiff
— 1	Elisabeth	Olsen	Singapore	Do.
— 6	Geffe	Wahlman	Batavia & Sourabaya	London
— 6	Hesperia	Jarvis	Colombo	Do.
— 6	Chrysolite	McPherson	Yokohama	Do.
—	Nicolaas Wilsen	De Groot	Batavia	Amsterdam
—	Doelwyk	Leverstein	Do.	Rotterdam
— 3	Joachim Christian	Renner	Hong Kong	Newport
— 4	Pegasus	Ellis	Yokohama	Liverpool
— 5	Flora	Laca	Manila	Do.
— 4	County of Elgin	M'Lean	Java	Glasgow
— 4	Bernhard Carl	Luders	Shanghai	Cardiff
— 4	Neptune	Hellington	Singapore	Do.

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: Solent. For Shanghai: Annie Brainton, Kate Carnie, Western Chief, Corsair, Monkchester, Assyrian. For Hong Kong: Sir Henry Havelock, Crested Wave, Southern Cross, Channel Queen, Shakspere. For Manila: Olano. For Singapore, Hong Kong, and Shanghai: United Service (str.). For Singapore: Bristow, Star of Jamaica, Sea Snake. For Colombo: Miranda, Star Queen, Palestine, Acacia.

At LIVERPOOL.—For Yokohama: Mattie Banks, Brilliant, Anne Wood. For Shanghai: Jane Sprott, Logan. For Hong Kong: Banda. For Singapore: Naworth. For Manila: Feliz, Hong Kong. For Batavia and Sourabaya: Cap Horn. For Galle: Heidi, Melicete, Alaric. For Galle and Akyab: Lenardo da Vinci. For Ceylon: Mary Ann Johnston.

At GLASGOW.—For Penang: James Paton.

SPOKEN.

CLIO, Batavia to Amsterdam, July 12, 46 N., 24 W.
ALIDA, Clyde to Hong Kong, July 15, 20 N., 22 W.
BELLA, Batavia to Amsterdam, 34 N., 37 W.
CORNELIA, Batavia to Amsterdam, July 22, 48 N., 8 W.
JACOBA, Batavia to Rotterdam, July 22, 48 N., 8 W.

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Gloriosa, Nagasaki to London, June 13, 7 N., 24 W.
Flandre (Norw.), Colombo to London, 104 days out, June 22, 29 N. 39 W.
Batavia (Dut. barq.), Batavia to Rot., 105 days out, July 18, off Scilly.
Anna Wilson (Prus. barq.), Sing. to Gibraltar, April 7, 14 S., 98 E.
Trinidad (Span. bq.), Liver. to Man., 42 days out, June 6, 17 S., 29 W.
Undine (ship), Macao to Lon., June 2, 100 miles S. of the Ladrone Islnds.
Ariel (ship), Foochow to London, June 2, 21 N., 115 E.
Jorgen (Ger. barq.) Copen. to the River Amoor, May 27, 13 N., 113 E.
Mary Whitridge, Cardiff to Shanghai, June 4, 16 N., 113 E.
Zingra (barq.), Cardiff to Japan, May 27, 14 N., 112 E.
Jungfrau (barq.), London to Japan, May 17, 15 N., 115 E.
Dutch Schooner, 1st d.p. No. 153 (?) Sourabaya to Amsterdam, June 7, 22 W.
Bella, Liverpool to Hong Kong, May 24, 31 S., 25 W.
Assistance, Penang to London, July 2, 33 N., 38 W.
Zealous (?), Clyde to Ceylon, July 13 (?), 6 N., 24 W.
Alexandria, Colombo to London, July 11, 45 N., 28 W.
Marie Christine, from Sourabaya, May 12, 32 S., 17 E.
N. B. Palmer, New York to Hong Kong, June 4, 6 N., 28 W.
Augusta May (bq.), of Dundee, Colombo to London, July 22,40 N.,36 W.
Wm. de Launey, Saigon to Falmouth, 79 days out, June 2, 4 S., 17 W.
Deucalion (bq.), Newport to Hong Kong, June 30, 6 N., 23 W.
Palestine (bq.), Colombo to London, July 24, 48 N., 7 W.
Tigel (?) London to Peking (?), June 9, 4 N., 25 W.
Maria (Dut. schr.), Batavia to Amsterdam, July 20, 50 N., 2 W.
Nereide, Cardiff to Shanghai, June 15, 6 N., 24 W.
Joseph, Sourabaya to London, 49 days out, May 7, 35 S., lon. 28.
W. H. Russell, Manila to New York, May 25, 16 S., 6 W.
Elizabeth Catharina, Sourabaya to Amsterdam, July 8, 42 N., 34 W.
Maria Henrietta, Amsterdam to Samarang, July 18, 48 N., 12 W.
Lawrence (ship), Columba (? Colombo) to London, July 7, 42 N., 38 W.
Fanny A. Garrigues, from Colombo, June 4, 8 N., 23 W.
Catherine, Sourabaya to Amsterdam, June 7, 8 N., 25 W.
Paley (?), Colombo to London, June 7, 8 N., 25 W.
Koophandel, Batavia to Rotterdam, May 23, 24 S., 25 E.
Syrene, Shanghai to London, June 8, 10 N., 27 W.
Prince Victor, Batavia to Amsterdam, 39 days out, 30 S., 41 E.
Tebith (?), China to Falmouth, 104 days out, 43 N., 31 W.
Pera (Hamburg brig), for Shanghai, March 30, 32 N., 19 W.
Augusta, Batavia to Rotterdam, July 5, 45 N., 25 W.
Anna and Sophia, Sourabaya to Amsterdam, June 30, 38 N., 32 W.
No. 689, 4th d.p. (Dutch), Batavia to Rotterdam, June 28, 41 N., 29 W.
A Prussian ship showing flag 1 No. 0945, New York to Shanghai, June 5, 7 S., 35 W.
Honore (Spanish ship), Cardiff to Manila, 156 days out in Straits of Macassar.
Salathiel (ship), Colombo to London, June 27, 40 N., 30 W.
Deerfoot (ship), Singapore to London, 123 days out, July 1, 43 N., 27 W.
Mindoro (American ship), Newport to Hong Kong, April 27.
Undine (ship), from Macao, June 2, 20 N., 115 E.
Chartley Castle (ship), Singapore to London, 101 days out, June 28, 30 N., 41 W.
St. Vincent de Paul (Dutch barque), Batavia to New York, May 9, 35 S., 26 E.
Souburg, Bali to Rotterdam, June 14, 8 N., 26 W.
Elizabeth Mary Ann (?), Colombo to London, 120 days out, July 19, 45 N., 13 W.
Yokohama, Havre to Japan, July 23, 47 N., 8 W.
Gioga (?), from Bangkok, June 27, 31 N., 39 W.
Maria, Amsterdam to Java, July 18, 48 N., 11 W.
Granville (barq.), Colombo to London, June 28, 17 S., 5 W.
A. E. Vidal (Ham. barq.), Batavia to Falmouth, June 4, 26 S., 47 E.
Barbara Gordon (barq.), Colombo to London, June 14, 34 S., 27 E.
Espiegle, Colombo to London, June 24, 29 S., 15 E.
Cutwater (ship), of Boston, Cardiff to Hong Kong, July 17, 46 N., 10 W.
Farmer (barq.), for Penang, July 19, 47 N., 13 W.
Hugh Fortescue, Colombo to London, June 22, 29 S., 9 E.
Emma (Pruss. barq.), Sourabaya to Rotterdam, June 13, 28 N., 36 W.
Vooluse (?) (Dut. barq.), Padang to Rotterdam, June 12, 35 S., 23 E.
Surprise, New York to Hong Kong, July 16, 40 N., 70 W.
Encarnacion, Macao to Havana, May 30, 21 S.
Antje, Newcastle to Sourabaya, June 3, 6 S., 28 W.
Avenir, Cochin China to Bordeaux, June 29, 37 N., 32 W.
Castleton, Philippine Islands to Queenstown, July 6, 10 N., 20 W.
Mary Goddard, Brouwershaven to Macassar, June 14, 8 N., 24 W.
Julius Gerard, Bangkok to Falmouth, July 7, 38 N., 32 W.
Keinhok Hein (?), Penang to Amsterdam, July 9, 40 N., 32 W.
Isles of the South, London to Japan, April 19, 28 N., 21 W.
Wye, Manila to London, July 24, 41 N., 23 W.
Peri, Colombo to London, June 6, 7 N., 23 W.
6 Gezusters, Liverpool to Sourabaya, July 27, 47 N.
Mauritius (barq.), of and from Hamburg, for Hong Kong.
Herman de Ruyter, Batavia to Amsterdam, July 5, 30 N., 38 W.
Marian, Newcastle to Hong Kong, May 25, 38 S., 22 E.
Charger, Canton to London, June 18, 8 S., 16 W.
Susanna and Elizabeth, Rotterdam to Batavia, June 27, 6 N.
Alice (barq.), London to Penang, 47 N., 11 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports rule firmer, and ships are in demand; Coal freights from the Northern outports still continue much depressed, and at present show no signs of amending.

Current rates of freight for vessels on the berth:—To Yokohama: 45s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai; 42s. 6d. weight, 40s. meast. To Chefoo: 60s. weight or meast. To Foochow: 50s. weight or meast. To Hong Kong: 42s. 6d. weight, 30s. meast. To Amoy: 50s. weight or meast. To Singapore: 35s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. — For Yokohama: £48. For Shanghai: £48. For Hong Kong: £40. For Singapore: £26. For Galle: £27. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 4s. For Shanghai: £2 8s. For Hong Kong: £1 17s. 6d. For Manila: £1 17s. 6d. For Singapore: £1 5s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of 7 tons meast. slate urinals from the Thames to Hong Kong.

CASUALTIES.

The J. C. Schotel, Knyf, from Rotterdam to Batavia, was towed into Cowes, Aug. 3, leaky in bow port.

MISCELLANEOUS.

At St. Helena.—June 26, Gateshead, Lamb, from Zebu, and sailed for Falmouth; 27, Bella Maria, Lopez, from Manila; 28, Concurrent, Senger, from Sourabaya; 11, Castleton, from Philippine Islands, and sailed 12 for Cork or Falmouth; 28, Boyne, Morice, from Colombo, and sailed 29 for London; 29, Dora, Brown, from Manila, and sailed for London; Jane Kilgour, Williamson, from Sourabaya, and sailed 30 for Amsterdam; Ivy, Plummer, from Bangkok, and sailed for Falmouth; Maasluis, Kuchler, from Batavia, and sailed 30 for Amsterdam; 30, Dagmar, Brunstrom, from Saigon, and sailed for Falmouth; Suomi, Nordberg, from Macao, and sailed for Havana; Vooruit, Logger, from Batavia, and sailed July 1 for Rotterdam; July 1, Wildeman, Driest, from Tjilatjap, and sailed 2 for Amsterdam; 3, Eastern Queen, Milburn, from Yloilo, and sailed for the Channel; Phillis, Gaskett, from Ceylon, and sailed for London; 4, Eva Johanna, Hordyk, from Batavia; Karel August, Meermans, from Padang, and both sailed for Rotterdam; 5, Francis, Hill, from Ceylon.

Off Ascension.—June 23, Laura and Adele, from Batavia, for Amsterdam; 26, County of Bute, from Java, for Rotterdam.

At Table Bay.—June 18, Zephyros, Gedek (?), from Penang, for London.

Advices from Port Elizabeth dated 15th June, state that part of the damaged cargo (sugar) of the Navigator (Russ. barq.), Bockelman, from Java to Amsterdam, which put in there 21st April leaky, had been sold.

At St. Vincent (C.V.).—July 3, Nymph (st.), Castle, from London, and left 5 for Singapore, China, &c.

LAUNCHES.

Messrs. W. Denny and Brothers, of Dumbarton, have lately launched the Ethiopia, screw, built for the British India Steam Navigation Company, and a sister vessel to the Abyssinia, recently built by Messrs. Denny for the same owners. An iron screw of 2,300 tons burden, built and engined by Messrs. W. Simons and Co., has been launched from the London Works, Renfrew. She is named the Queen of the Belgians, and is intended for the Atlantic trade, being fitted with accommodation for about 800 first, second, and third class passengers.

About the same time an iron ship, named the Glenlyon, was launched from the yard of Messrs. Brown and Simpson, at Dundee. She is 179 feet in length, 28 feet 8 inches in breadth, and about 18½ feet in depth. Her stern is after quite a new model, and is considered to be a great improvement over the common style. She has been built for Dundee owners, W. O. Taylor, Esq., being the managing owner, and is intended for the East India and China trade. The christening ceremony was successfully performed by Miss Jessie Smith, daughter of Thomas Smith, Esq., of Viewbank, one of the owners.

Bravery Rewarded.—A party of underwriters assembled recently at the offices of Captain Downward, Birchin-lane, Cornhill, for the purpose of presenting a purse of 300 guineas and a gold chronometer and chain valued 60 guineas, to Captain Henry Wyeth, master of the ship Seringapatam, to mark their approval of his conduct under very trying circumstances while at sea. The ship Seringapatam left London on the 9th of August, 1864, bound for Japan with a cargo valued at £75,000. In the early part of the voyage she encountered a fearful hurricane, during which she sprung a leak and did great damage, requiring the pumps to be kept constantly going for forty days. On the 7th of October the crew, observing a vessel in the distance, told the captain they would remain no longer by the ship, and were determined to abandon her. Captain Wyeth told them his determination was to remain by her, whereupon the crew attempted to launch the longboat to carry out their purpose. The Captain, arming himself with a revolver, warned them not to touch the boat, declaring he would fire on the first man who did so. This had the effect of quieting the men, and, six days afterwards, the ship was safely taken into the Mauritius. Mr. Swan, an underwriter, paid high tribute to Captain Wyeth for his courageous conduct in not abandoning his ship, as some captains would have done under the circumstances. The delay in not presenting Captain Wyeth with a suitable testimonial was in consequence of his having made another voyage.

Marine Disasters.—The monthly statement published by the *Bureau Veritas* of Paris shows that in the month of June last 119 vessels were reported as total losses, including five steamers. Of the vessels lost 47 bore the British flag, 20 the American, six North German, six French, four Dutch, four Norwegian, two Danish, two Swedish; Belgium, Spain, Portugal, and Russia were each represented by one disaster, and the nationalities of 24 vessels remained unascertained.

The Taunton, Hartlepool to Hong Kong, sailed from Pentland Frith on July 7, having been becalmed there for from thirteen to fourteen days.

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MR. DAVID GOW, deceased.—Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees," NOTICE IS HEREBY GIVEN, that all CREDITORS and other persons having any CLAIM or demand against the ESTATE of DAVID GOW, late of Victoria, in the colony of Hong Kong, shipbuilder, of the Tavistock Hotel, Covent-garden, in the county of Middlesex, in England, and of Silverwells, near Rothwell, in Lanarkshire, in Scotland, who died on the 21st day of November, 1866, and whose will was proved on the 23rd day of January, 1867, in the principal registry of Her Majesty's Court of Probate, London, by Douglas Lapraik, of the Oaks, Acton, in the county of Middlesex, Esquire, and George Harper, of Fairfield House, Saxmundham, in the county of Suffolk, Esq., the executors named in the said will, are hereby required to send the particulars in writing of such claim or demand to us the undersigned M'Leod, Stenning, and Watney, of 16, London-street, Fenchurch-street, London, on or before the 24th day of September, 1868, after which time the said executors will proceed to distribute the assets of the said David Gow among the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice. And notice is hereby further given, that the said executors will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.

Dated this 23rd day of July, 1868.

M'LEOD, STENNING, and WATNEY,
16, London-street, Fenchurch-street, London, E.C.
Solicitors to the said Executors.

TO PARENTS IN INDIA AND CHINA.

THE ADVERTISER (who is the wife of a professional man), is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

Address "T.," "London and China Telegraph" Office 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

CHINA AND JAPAN.

A GENTLEMAN who has long practical experience of the trade of CHINA, JAPAN, the STRAITS, &c., is about to proceed by an early mail, and is prepared to undertake the TRANSACTION OF BUSINESS in connection with those countries.

For further particulars apply to the "London and China Telegraph" office, 2, Cowper's-court, Cornhill.

FURNISHED OFFICE TO LET.

AN OFFICE over the "Jerusalem," in Cowper's-court, Cornhill.

Apply at the office of this Paper.

PUBLIC AUCTION.

THE UNDERSIGNED HAVE RECEIVED INSTRUCTIONS FROM THE TRUSTEES OF

DENT and Co.'s ESTATE,

TO SELL BY

PUBLIC AUCTION,

(if not previously disposed of by Private Sale),

ON AN EARLY DAY IN NOVEMBER NEXT,

ON THE GROUND,

The BUILDINGS known as DENT and Co.'s HONG KONG PRAYA PROPERTY, measuring 298 feet in frontage by 175 feet in depth, situated on Marine Lot No. 7, and consisting of

One DWELLING HOUSE in the Eastern Wing, containing Five Rooms on the First Floor and Eight Rooms on the Second Floor, with Bath Rooms, Kitchens, Out Offices, &c., &c., with Gas and Water laid on, and a Godown below, capable of holding about 2,000 Tons.

The Centre BUILDING, known as DENT and Co.'s Offices, containing Eight Rooms, Compradore's Quarters, Spacious Fire-proof Treasury and Godown, capable of holding about 1,000 Tons.

One DWELLING HOUSE in the Western Wing, containing Five Rooms on the First Floor and Six Rooms on the Second Floor, with Bath Rooms, Kitchens, Out Offices, &c., &c., with Gas and Water laid on, and a Godown below of about 2,000 tons capacity.

These Buildings have only been erected two years, and are built of Granite and Brick, the woodwork being Teak throughout.

The whole of this property to be sold either in one or more lots to suit purchasers.

TERMS OF SALE.—One-third of the purchase money to be paid on fall of the hammer, one-third two months after sale, and the balance four months after sale, in Mexican Dollars weighed at 7.1.7. Transfer expenses to be borne by the purchasers.

For further particulars or details of plans, apply to

Messrs. BREMNER & LAYCOCK,
4, Austin-friars, Old Broad-street, London, E.C.

Or, in Hong Kong, to the undersigned,

MORGAN, LAMBERT, & CO.

Hong Kong, June 10, 1868.

THE SAIGON ADVERTISER & SHIPPING GAZETTE.

A SUMMARY of Commercial and Shipping Reports from SAIGON, and a Record of Progress in COCHIN CHINA.

Subscription, £5 per annum, exclusive of postage.

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CANADIAN NEWS, every Thursday, contains all the latest news from the New Dominion.

Price 4d., post free, 5d.

Office: 11, Clement's-lane, Lombard-street, E.C.

HOLLOWAY'S PILLS.—ENFEEBLED EXISTENCE.—This medicine embraces every attribute required in a general and domestic remedy, it overturns the foundations of disease laid by defective food and impure air. In obstructions or congestions of the liver, lungs, bowels, or any other organ, these Pills are especially serviceable and eminently successful. They should be kept in readiness in every family, as they are a medicine without fault for young persons and those of feeble constitutions. They never cause pain or irritate the most sensitive nerves or most tender bowels. Holloway's Pills are the best known purifiers of the blood, and the best promoters of absorption and secretion, which remove all poisonous and obnoxious particles from both solids and fluids.

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NORTH CHINA MARINE INSURANCE COMPANY.

Established in Shanghai, 1863.

Directors.

W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman.
E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.
John S. Mackintosh, Secretary, Shanghai.

London Agents—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and Co., Agents, Hatton-court, Threadneedle-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

Court of Directors and Head Office in Hong Kong.

London Manager—W. H. Vacher, 32, Nicholas-lane

Bankers.—London and County Bank.

Branches and Agencies:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

Subscribed Capital ...	...	f.80,000,000 ...	£3,200,000
Capital paid up ...	...	70,000,000 ...	2,800,000
Do.	Mar. 15, 1868	10,000,000 ...	400,000
Do.	Sept. 15, 1868	10,000,000 ...	400,000
Reserved Fund ...	...	20,000,000 ...	800,000

Head Office.—14, Rue Bergere, Paris.

Agencies at—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin China), Bourbon (Reunion), Yokohama (Japan), Lyons and Nantes (France).

London Bankers.—The Union Bank of London.

London Agency.—13, Leadenhall-street, E.C.

Manager.—G. Pietsch.

Sub-Manager.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

THE NORTH-CHINA INSURANCE COMPANY.

(Established 1st January, 1863.)

Capital, Tls. 1,500,000, in 1,500 Shares, for Tls. 1,000 each.

Paid up Capital, Tls. 300,000, or Tls. 200 per Share.

Provisional Committee.

W. J. BRYANS, Esq., Chairman (Messrs. Turner and Co.).
F. H. BELL, Esq. (Messrs. W. R. Adamson and Co.).
A. MICHIE, Esq. (Messrs. Chapman, King, and Co.).
E. H. LAVERS, Esq. (Messrs. Gilman and Co.).
F. PORTER, Esq. (Messrs. Gibb, Livingston, and Co.).
(Directors of the Company, 1866-8.)

AT a GENERAL MEETING, held on TUESDAY, the 12th day of MAY, 1868, the following resolutions were passed, relative to the continuance of the Company for a further period of three years from the 1st January, 1869; and notice is hereby given that applications for shares in the annexed form will be received at the offices of the Company until 31st October, 1868.

Applications for shares from persons not resident in Shanghai must be accompanied by a power of attorney to their agents to sign the deed of settlement in their behalf, and generally to represent them in all matters connected with the Company.

In accordance with the resolution passed at the meeting of 18th November, 1867, a separate office of the Company will be opened in London on 1st January, 1869.

By orders of the Court of Directors,
JOHN S. MACKINTOSH, Secretary.
Shanghai, 15th May, 1868.

Form of Application for Shares.

No.

To the Provisional Committee of the North-China Insurance Company.

Gentlemen,

hereby request that you will allot to shares in the above Company, and agree to accept such shares, or any less number you may allot to ; and agree to pay the first call of Tls. 200 per share, and all subsequent calls, and to subscribe the deed of settlement whenever required to do so.—Gentlemen, your obedient servant,

.....

Resolutions referred to above.

Res. I. That a company to be called the "North-China Insurance Company" shall be formed for a further period of three years, from 1st January, 1869, to 31st December, 1871.

Res. II. That the Directors for the time being of the present Company be appointed to act as a Provisional Committee to organise the new Company.

Res. III. That this meeting recommends that the Provisional Committee should adopt as the basis of the new Company that the capital should be Tls. 1,500,000 in 1,500 shares of Tls. 1,000 each; paid up capital, Tls. 300,000, or Tls. 200 per share, and that the Committee be authorised to issue a prospectus inviting applications for shares and to proceed with the allotment.

WHARVES.

SINGAPORE.

NOTICE.

THE undersigned call the attention of Masters and Agents of Vessels discharging at this Port to the great advantage to be gained in point of convenience, despatch, and economy, by making use of their WHARVES at NEW HARBOUR.

With the assistance of Steam Cranes, a general cargo can be landed easily in a few days—or in about one-fifth of the time usually occupied discharging in the roads.

There are large, dry, and very commodious brick Godowns on the Wharves, which vessels have *free* use of for cargo while discharging.

The trouble and disputes with, and pilfering of cargo common among boatmen are avoided by vessels using the Wharves.

Cartage of cargo to the town (which is within easy distance) is guaranteed to be not more than lighterage from the roads, and the coolie hire discharging alongside is less.

There is always a large stock of the best English and Welsh coals on the premises, which are supplied to steamers at the lowest market price, and vessels going alongside to take in or discharge coals pay no wharfage.

Vessels discharging cargo pay a wharfage of 20 cents per ton—a trifling charge when the immense advantages gained are taken into consideration.

Arrangements have been made by which all repairs to ships or steamers can be done with despatch while the vessels are lying alongside the Wharves.

There is an efficient European pilot on the premises, and, when required, a steam tug is always available.

THE BORNEO COMPANY (LIMITED).

Singapore, April 6, 1868.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. Paterson, Simons and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS.

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

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*** Post-office Orders to be made payable to Francis Fisher, 2, Castle-court, Birchin-lane, Cornhill, London, E.C.

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SEASON—1868.

GRANT'S TRANS-MONGOLIAN TELEGRAMS

VIA KIACHTA.

TELEGRAMS FROM EUROPE.

TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 18th February, to Tuesday, the 20th November, inclusive.

Telegrams must be addressed "GRANT, KIACHTA."
If Express, "GRANT, KIACHTA," Express.
Express Telegrams may be wired on any day of the week.

CHARGES.

Twenty words or under	Tls. 15
Thirty „	20
And for every additional ten words or under	5 extra
Express Telegrams, any number of words	150 „

The charges are payable by the receiver to Messrs. HALL & HOLTZ, Agents, Shanghai, within THREE DAYS of delivery, otherwise 20 per cent. will be added to the above rates.

Agents at Shanghai . . .	Messrs. HALL & HOLTZ.
„ Tientsin . . .	„ FERGUSSON & Co.
„ Kalgan . . .	„ MATRINSKI & KAZANTZOFF.
„ Ourga . . .	„ TSIDAM ARIEFF.
London Agency . . .	LONDON & CHINA TELEGRAPH OFFICE, 2, Cowper's-court, Cornhill.
Head Office	KIACHTA, ORIENTAL SIBERIA, C. MITCHELL GRANT, Proprietor.

ARRANGEMENTS FOR 1868.

The Proprietor has made arrangements to run six couriers per month in May and June, in the event of delay in the transmission of telegrams by the Russian Telegraph Service. It may not be generally known that the delays during the last season were occasioned by the overflowing of the Rivers Irtisch, Obi, and Yenessei; upwards of 800 versts of Telegraph Line were swept away from time to time. As such inundations occur only once or twice in a century, the Proprietor hopes that the precaution he has taken will prove unnecessary. During the latter two months of last season the line worked very well, and Telegrams were delivered to and from Europe in 18 days; the average time being as follows:—

London and Kiachta by Telegraph	2 days.
Kiachta and Tientsin by Courier	12 „
Tientsin and Shanghai by Steamer	4 „
Total ...	18 days.

A courier having been killed by a fall from his horse last year, the telegram bag was lost, and has not yet been recovered. In order to prevent a recurrence of the inconvenience, it is the intention of the Proprietor to open all telegrams addressed to his care, and forward duplicates by the subsequent courier to their respective addresses, unless he be specially notified to the contrary. The number of stations in Mongolia will be doubled this year. Contracts have been made to deliver telegrams between Kiachta and Tientsin in twelve days; the non-fulfilment of the contracts as to time entails a penalty upon the contractors of from 1 to 3 taels per hour (6s. to 18s.), thus giving a guarantee that delay will not occur.

After the first two months of the season, which are the most severe as regards the climate, the contractors will reduce their contract time to ten days.

C. MITCHELL GRANT.

KIACHTA, January 2nd, 1868.

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OVERLAND ROUTE.—Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for

GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY. — From Southampton, every Saturday.

CEYLON, MADRAS, CALCUTTA, BATAVIA, SINGAPORE, CHINA, JAPAN. — From Southampton every fortnight—the day of departure being Saturday.

AUSTRALIA, KING GEORGE'S SOUND, MELBOURNE, SYDNEY, &c., &c. — From Southampton, once a month—the day of departure being Saturday.

The Steamers leave Marseilles every Sunday.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 9th, 16th, and 24th, and from PANAMA on the 1st, 9th, 17th, and 24th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 15th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departures for China will be from San Francisco:—

August 3rd, Sept. 1st, Oct. 3rd, Nov. 2nd, Dec. 3rd.

For further particulars and through passage rates apply to H. Stare and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month at 4.30 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month at 4.30 for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For Passage, Freight, and information, apply to B. W. and H. Horne, 4, Moorgate-street, London; G. H. Fletcher and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendome, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto. 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of Stringer, Pembroke, and Co., Agents, 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. Currie, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, New Zealand and Australia, Japan and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... } By steamer from Southampton on 2nd and 17th of each month.

For New Zealand and Australia ... ... } 2nd of each month.

For Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.	U. Serv.(s.s.)	A1 17 yr.	E.I.D.	Aug. 12.
Kanagawa & Nagasaki ..	John Banks	A1 13 yr.	W.I.D.	With des.
Manila	Olano	AA1	W.I.D.	With des.
Hong Kong..	Sthern. Cross	A1 10 yr.	W.I.D.	Aug. 20.
Shanghai ...	Annie Braginton.....	A1 13 yr.	W.I.D.	Aug. 20.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Kate Carnie.	A1 13 yr.	E.I.D.	Aug. 20.
Do.	The Sir Jamsetjee Family	A1 14 yr.	E.I.D.	To follow
Hong Kong..	Shakspeare,..	A1 12 yr.	E.I.D.	With des.
Do.	Guinevere (new)	A1 16 yr.	E.I.D.	To follow
Yoko. (Kanagawa)...	Solent.....	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo ..	Miranda ...	A1 15 yr.	978	W.I.D.	Aug. 12
Do.	Ocn. Buty.	A1 16 yr.		W.I.D.	Do.
Bombay ...	Kingdom O'Fife ...	A1 10 yr.	494	E.I.D.	Do.
Mangalre., Cnnanre., Calicut, Beypore, & Cochin.	Caroline Hutchins	A1 11 yr.	287	W.I.D.	Do.
	Milbrook...	A1 9 yr.	650	W.I.D.	Do,

No. 22, Great St. Helen's, E.C.

With immediate despatch.

To follow the "Palmerston." Having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid high-classed British-built ship MIRANDA, A1 10 years, 456 tons register, J. GOOD, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

For Freight or Passage apply to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.

With immediate despatch. To follow the "Miranda," having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid new high-classed clipper-built Ship OCEAN BEAUTY, A1 16 years, 596 tons register, ROBERT WATSON, Commander, late of the "Royal Bride;" West India Docks. This magnificent vessel, built expressly for the Colombo trade, and newly coppered, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

For Freight or Passage apply to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Milbrook." Will meet with Quick Despatch.

DIRECT for MANGALORE, CANNANORE, CALICUT, and COCHIN, the beautiful clipper ship CAROLINE HUTCHINGS, A 1 Eleven Years; 287 tons Register; G. H. COTHER, Commander; West India Docks. This splendid clipper, well known for her fast sailing qualities, offers a favourable opportunity to Shippers of fine goods.

For Freight or Passage apply to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

To follow the "Maid Marian." Will be very Quickly Despatched, having the greater portion of her cargo engaged.

DIRECT for MANGALORE, CALICUT, BEYPORE and COCHIN, the beautiful clipper ship MILBROOK, A 1 Nine Years; 328 tons register, 650 tons burthen; J. SMITH, Commander; West India Docks. This splendid clipper has just been re-classed A 1 for six years, and newly metalled, and offers the best opportunity to Shippers of fine goods.

For Freight or Passage, apply to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to Livingston, Holding and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

To follow the "Isabella Hercus." Having the greater portion of her cargo engaged, will meet with quick despatch.

DIRECT for BOMBAY, the fine fast-sailing clipper ship KINGDOM O'FIFE. A1 10 years. 494 tons register: W. ROGERS, Commander; East India Docks. This magnificent vessel, built in 1864, is noted for her fast-sailing qualities, and the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.

With Despatch.

FOR HONG KONG, the fast-sailing Clipper CHANNEL QUEEN, A1 11 years; 609 tons register; NICHOLAS LANFESTY, Commander, East India Docks.

For Freight or Passage apply to Shaw, Lowther, & Maxton, 2, Royal Exchange-buildings, London, E.C

With Quick Despatch.

FOR SHANGHAI, the well-known Clipper ASSYRIAN, A1 10 years; 555 tons register; ANDREW MEARNS, Commander, East India Docks. This ship is favourably known in the China trade, and strongly recommended to shippers.

For Freight or Passage apply to Shaw, Lowther & Maxton, 2, Royal Exchange-buildings, London, E.C.

To sail on the 15th September (if not previously full).

FOR SHANGHAI DIRECT, the splendid clipper ship WESTERN CHIEF, A1 13 years; newly coppered; 750 tons register; JOHN HILL, Commander; loading in the East India Docks.

For Freight or Passage apply to Norris and Joyner, 60, Cornhill, E.C.

Printed for the Proprietors by Richard Kinder, Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Aug. 10, 1868.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 289.] LONDON, MONDAY, AUG. 24, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo			
Yedo	—	—	June 26
Yokohama	May 8	June 26	June 28
Nagasaki			
Hakodadi			
CHINA — Peking	—	—	June 25
Tien-tsin	—	—	June 28
Chefoo	—	—	June 30
New-chwang	—	—	June 15
Hankow	—	—	June 28
Kiu-kiang			
Chin-kiang			
Shanghai	Apr. 18	June 30	July 4
Ningpo	—	—	July 1
Foochow	—	—	July 5
Formosa—Tamsuy			
Amoy	—	—	July 6
Swatow			
Hong Kong	May 22	June 29	July 10
Canton	—	—	July 9
Macao	—	—	July 9
PHILIPPINES—			
Manila	May 8	June 30	July 4
COCHIN-CHINA—			
Saigon	—	—	July 11
SIAM — Bangkok	—	—	July 9
BORNEO—Labuan			
Sarawak	—	—	July 14
JAVA — Batavia	—	—	July 14
MALACCA STRAITS—			
Singapore	June 5	July 7	July 18
Penang	—	—	July 13

THE MAILS, &c.

The next inward P. and O. mail, with Hong Kong dates to July 24, will be due on the 7th September; the French mail of July 26 may be expected about the same time.

As we anticipated, the question of mail communication with Penang has been satisfactorily settled, and the P. and O. steamers will resume calling there as they formerly did. The new arrangement commences with the next outward mail (28th), and with the homeward mail leaving Singapore Oct. 27.

Telegrams via Galle from Hong Kong are to July 26; via Kiachta from Shanghai to July 31, received on the 18th. Details will be found in the usual place.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Bangalore, arrived Aug. 21.—From Yokohama: Mr. Baumgartner. From Hong Kong: Mr. Duncanson, Mr. Aznar, Mr. Forbes, Mr. Kurberg, and one second-class passenger. From Singapore: Captain Lingard. From Galle: Mr. Gibson, Rev. — Dunbar, Mr. Ratcliff.

To Southampton, per P. and O. steamer Delta, expected to arrive Aug. 28.—From Shanghai: Mr. Howie, and one second-class passenger, Mr. Morrison. From Hong Kong: Mr. Swanson, Mr. A. Hutton, and three second-class passengers. From Singapore: Miss Jeffries, Mr. W. Baines, Mr. R. Hughes, Mr. J. Watson, Mr. G. Ford, Master Watson. From Galle: Mrs. Wilkinson and two children, Miss Wilkinson.

PASSENGERS OUTWARD.

Per P. and O. steamer Ceylon, from Southampton, August 22.—To Shanghai: Mrs. Freer. To Hong Kong: Surgeon Rowbotham. To Singapore: Mr. J. D. Vaughan, Dr. Veitch, Captain Budgen. To Ceylon: Mr. and Mrs. Lightfoot.

Per P. and O. steamer Bangalore, from Marseilles, August 30.—To Shanghai: Mr. W. Tod. To Ceylon: Miss Bertram.

Per P. and O. steamer from Southampton, Sept. 5.—To Hong Kong: Lieutenant H. F. Gye, R.N. To Singapore: Mr. C. Ross, Miss Isabella Petrie, Mr. E. H. Rose. To Ceylon: Mr. J. W. Simpson, Rev. Dr. Schrader.

Per P. and O. steamer from Marseilles, Sept. 13.—To Yokohama: Miss Wilson. To Hong Kong: Mr. R. B. Meyer. To Ceylon: Mr. and Mrs. Crowe.

From Suez.—To Ceylon: Mr. and Mrs. Morgan.

Per P. and O. steamer from Southampton, Sept. 19.—To Hong Kong: Mr. and Mrs. F. M. Brown, Mrs. Emily Price, Mr. D. Adam Smith, Mr. Von Glehn. To Singapore: Dr. J. D. Treacher, Rev. A. and Mrs. Beckles, Mrs. Caldbeck, Mr. Caldbeck. To Batavia: Mrs. Blake. To Ceylon: Rev. W. Clark, Master Henry Baker, Miss Baker, Miss Marshall, Miss Townsend.

Per P. and O. steamer from Marseilles, Sept. 27.—To Hong Kong: Mr. O. Renners.

Per P. and O. steamer from Southampton, October 3.—To Shanghai: Mr. A. H Dawbarn. To Hong Kong: Mr. G. Cass. To Ceylon: Mrs. and Miss Duncan, Mrs. Robertson and child.

Per P. and O. steamer from Marseilles, October 11.—To Shanghai: Mr. Higson. To Hong Kong: Mr. R. Brand, and friend. To Singapore: Mr. T. G. Knox. To Ceylon: Mr. and Mrs. J. D. Harrison and child, Mrs. Heath.

Per P. and O. steamer from Southampton. Oct. 17.—To Shanghai: Rev. W. A. and Mrs. Russell. To Hong Kong: Miss Campbell.

Per P. and O. steamer, from Southampton, Oct. 31.—To Singapore: Lady Keppel and two children. To Ceylon: Lady Ouseley and three children.

Per P. and O. steamer from Marseilles, Nov. 8.—To Singapore: Mr. and Mrs. J. S. Young.

Summary of News from the Far East.

JAPAN.

OSAKA AND HIOGO.

From Hiogo and Osaka we have no news of importance. The Mikado has returned to Kioto. There appear to be constantly occurring little "difficulties" between parties of foreigners strolling about the environs of Kobe and Japanese *samurai*, all of which bear a singular resemblance to each other, and may some day lead to trouble. The *samurai* uses some offensive expressions regarding foreigners—(the Hiogo journals apparently never have to record any initiatory rudeness of this sort on the part of the strangers)—he then quietly draws his sword, some of the party threatened produce their lethal weapons—and the belligerents part, mutually dissatisfied. It is a dangerous species of game, and one which Englishmen, at all events, play at a very serious disadvantage, because, as their Consuls are very fond on telling them, their duty is immediately to get up and run away as hard as they can, which is precisely the effect the Japanese wishes to produce. For, after the recent proclamation of the Mikado, denouncing the murder of foreigners as a crime punishable with disgrace—which the *samurai* dreads—as well as by death, which he don't—we may be pretty well assured that the object of these bravoes is only to intimidate. The annoyance is only to be stopped by some foreigner instantly shooting a *samurai* who has thus drawn on him, and, strange to say, this is precisely what the native authorities recommend. An instance occurred some time ago at Hakodate, which we relate as in point. A *samurai* drew on a foreigner, merely to frighten him, but the foreigner seized the bully's sword arm and, being stronger than he, dragged him off to the Custom-house, where he insisted on an interview with the Governor. This gentleman was actually quite vexed with the foreigner because he had not killed his countryman, constantly reverting to the point in evident dudgeon throughout the examination:—"And why did you not shoot him then?" "Why did you bring him here—you should have shot him at once," &c., &c., and, in fact, appeared to think himself rather badly used in being appealed to in such a case. It is probable that a new proclamation by the Imperial Court, granting licenses to foreigners to "pot" all samurai who threaten them thus, would have a beneficial result.

Nee-e-gata is to be opened to Prussians and Italians, at all events on the 15th July. The British Minister, however, having been officially informed that the port is at present the scene of a "civil contest" (whatever that may be) between the Government of the Mikado and the Daimio Aidzu, will not allow us to go there as yet.

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YOKOHAMA.

The present mail brings advices from Yokohama to June 28. The outward mail of April 24th was delivered on the 14th, and that of May 8th on the 26th June; the latter conveying London telegrams to May 28th. On the 26th June the P.M.S.S. *Colorado* arrived from San Francisco, with European news (by cable) to the 3rd June. The *Colorado* brought the necessary materials for repairing the machinery of the *Great Republic*.

The intelligence now received confirms the statement already conveyed by telegram, that the late Shiogoon, though not restored to his former office (which indeed appears to be altogether abolished) has been recalled from banishment, his confiscated estates in great measure restored, and he himself offered a seat in the Cabinet. The *Japan Times* thus announces the sudden change in the position of parties that has led to this event:—"The political news we have to send hence is of considerable importance, for we seem to be approaching the beginning of the end. In our last summary we reported a rather quieter state of things in Yedo and its neighbourhood, and in a leader upon the situation we pointed out the extreme probability of a speedy adjustment of existing difficulties by a compromise; 'an amnesty' (to quote the exact terms), 'an amnesty to all now in arms against the Mikado's Government—the restoration to the Tokugawa family of the bulk of its estates in the K'wanto (the eight provinces round Yedo) and the offer of a seat in the Cabinet to Yoshihisa, the late Shiogoon.'"

This is the accommodation which, since the first success of the Southerners' plot, we have been recommending, and urging our representatives to recommend, to the victorious party, and we are happy to be able to announce now its approaching realisation. The only part of the programme we sketched out which seems to present any difficulty is the grant of an amnesty to Aidzu, who is so deeply committed as to have made his pardon legally impossible. We have little doubt, however, that this too will be adjusted, but for the moment it delays the completion of the arrangements notified. Meanwhile both sides are securing peace by the best possible means—completely preparing themselves for war, and the trade in arms has been exceedingly brisk during the fortnight.

The *Japan Herald* says:—"Amongst other things offered to the North to promote the re-establishment of peace between the contending parties, we may announce the recall of the ex-Tycoon to Yedo, and the revocation of the edict of confiscation which deprived the Tokugawa chief and clan of their hereditary territories and revenues; the restoration is to comprise three-fourths of their former possessions, one-fourth remaining for the present in the custody of the Mikado. We thus see a fulfilment of our predictions concerning the late Tycoon, who, too clever a statesman and prudent a politician to be destroyed by the faction arrayed against him, will doubtless ere long have a prominent position assigned him in the council of Daimios, and may yet, as President of that assembly, hold some considerable voice and rule in the direction of the Government of the Empire.

The following is a translation of the document which announces the fact to the officers of the Mikado:—"Instructions have been issued by the Dai-sosai (Prime Minister) that, in view of Tokugawa Yoshihisa having retired to Mito and repented of his late offence with unbounded reverence proceeding from the bottom of his heart, it is the Imperial will, in the exercise of extraordinary clemency, that he be recalled to the castle of Yedo, and that hereafter he be summoned to Kioto. It is therefore the order of his Imperial Highness the Commander-in-Chief that the Imperial forces which have advanced in every direction do quickly return to head-quarters."

Like most other parts of the world, Japan seems to be suffering this year from an abnormal state of the elements. "We have had a most unusually wet June. It would appear almost as if the S. W. Monsoon were in great force this year and were reaching higher than its usual latitude, for we have something very like Hong Kong weather at this season for the last month in Yokohama. Naturally this damp atmosphere, combined with the filthy condition of our undrained streets, has been the cause of some sickness; rheumatism and relaxed sore throat being the prevalent complaints. Nothing but our proximity to the sea saves us from fevers of the typhoid type."

Some foolish letters having been written last year to his Australian friends by a visitor from the colonies, in which Japan was represented as the new land of promise, a number of unfortunate people have lately arrived at Yokohama in the *Albion* steamer, to be followed by others in the *Hero*, daily expected. Of course they are all disappointed in their expectations, and to avert the threatened influx of similar adventurers both the local papers devote some space to explanations of the true state of affairs at the Japanese ports. The *Times* has a long article entitled "Advice to persons about to immigrate," which clearly shows how unsuitable the country is to such a class of persons as are likely to come from Australia.

CHINA.

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TIENTSIN.

A correspondent at this port writes:—"The Peking Government have at last taken a step which I fancy cannot fail to bring the rebellion speedily to an end. It has been very evident to them for some time back that the southern soldiery, under the southern generals, Le-hung-chang and Tso-tsung-tang, were not capable of crushing the rebellion, and that it would be necessary to take other measures to do so; they therefore came to the determination, taking into full consideration the nature of the rebel forces (all mounted men), to employ mounted men against them—namely, Mongol cavalry. On the morning of the 17th June we consequently learnt that the Emperor had commanded Le-hung-chang and Tso-tsung-tang to repair to their original posts—the first to Hookwang, where he is Governor-General, and the second to Shanse and Kansuh, where he is Governor-General; that his Majesty had appointed Too-hing-ah, lately General-in-Chief at Moukden, to the post of Commander-in-Chief (Kinchai-tachen) over the northern armies; and Chung-how, Vice-President of the Board of War, and Superintendent of the northern ports, to be second in control over the northern armies. Both these officers are Manchows. Rumour speaks very highly of the first officer as being an energetic and able man. Of the energy and ability of Chung-how we can speak from actual observation during the trying times he has passed through since the opening of the river this year, in making arrangements for defending this city against the rebels; he being the chief officer here. He was to be seen every day and night at his post, and whenever danger required his presence. If the Emperor was as well served by his other high officers the rebels would long ago have been destroyed and subdued. His brother is Governor-General of Szechuen, I think; and he and Chung-how stand in great favour at Court. Taking into mind his late excellent management in defending Tientsin, it is not to be wondered at that he should have received the present appointment. On the 18th of June, the news reached us that Too-hin-ah, with a considerable body of Mongol cavalry, had arrived at Tsungchow, and that several other bodies were *en route* to join him at the seat of war. The Emperor by the *Peking Gazette* summoned Too-hing-ah to Peking on the — May (17th day 4th moon); and as he arrived there shortly afterwards, we imagine that since then the Peking Government have been taking measures to rid this province of the southern soldiery, and devising means by northern men and Mongol cavalry to keep them under control. We are waiting anxiously to see the results of this new policy in Chihle, but I have no doubt of its succeeding satisfactorily for the Government. It is only to be regretted that the Peking Government had not adopted this policy immediately after the failure of Le-hung-chang in Shantung, when he had the rebels cooped up on the east part of that province, and allowed them to break through his lines and move into Honan."

CHEFOO.

A report reached this place on the 29th June to the effect that some gold mines about sixty miles off had been opened, and that some 10,000 Chinamen were at work, defying the authorities and declaring their intention of turning rebels if interfered with.

Glowing accounts (says the *North China Herald*) continue to reach us of the metallic wealth of Shantung. Instead of dispelling the rich vision disclosed last year in Mr. Williamson's sketch of the province, further inquiry tends more and more to show his accuracy, and to justify hopes once ridiculed as chimerical of an active future for Chefoo. There have been two obstacles hitherto to a realisation of these dreams. Confirmation was wanted of the actual existence of the metallic wealth described, and official consent to its development. Both difficulties are now nearly overcome. The existence of gold, lead, silver and coal in large quantity has been amply confirmed; and there is every reason to believe that Government will consent to the working of the mines, wherever the Fengshuy can be conquered. A correspondent, describing a recent trip to the gold district, says, "the whole country for miles round is auriferous, and deeper digging only is needed to ensure a handsome return." There are traditions of donkey-loads being found in single masses, which will be probably classed with celebrated accounts of Eldorado; but some Cantonese and the foreigners who are now working on the spot will probably soon give a reliable estimate. We have in our possession a specimen of the dust, casually washed, which is unmistakably pure. The particles are small, but more careful research and deeper digging will no doubt disclose large ones. One great advantage is the proximity of the metallic districts to Chefoo. It is an easy twelve miles from that port to the gold-fields, and five miles only further is a mine of argentiferous lead, from which larger quantities of ore have lately been extracted. The Cantonese who is working it finds great difficulty in getting labour, the mandarins having already swooped on and carried off one whole gang of coolies. Our informant saw certain indications of other mines in the vicinity, so the existence of gold within twelve, and lead and silver within seventeen miles of Yen-tai may be taken as an established fact. It is to be sincerely hoped that the Chinese will carry out Tsen-kwo-fan's suggestion, that mining by foreigners be permitted, in an unrestricted sense. If they are wise they will do so quickly, and thus secure a guarantee, by foreign Ministers, of responsibility for the doings of their nationals. But in any case, we venture to prophecy that the mines will be in full working before this time next year—if without the sanction of Government the latter will probably get a rude lesson on the wisdom of timely concession. It needs only that California should be well assured of the existence

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of gold in respectable quantities, near Chefoo, for hundreds, ay, thousands of miners to come across and dig for it. Let an "excitement" be at once got up, let a few hundreds of the hardy, reckless men who have there made mining a profession determine to change the scene of their labour, and China—Shantung at least—will be opened up with a vigour that will considerably astonish mandarin diplomacy.

SHANGHAI.

Dates from this port are to July 4. The French mail of April 18 arrived out on June 30, with London telegrams to June 5, but via Kiachta advices had been received to June 6. From the *North China Herald* and other local papers we gather the following items of news :—

Sir Rutherford Alcock has replied to the letter of the Chamber of Commerce, recently published in these columns, upon the question of seizures of cargo having been made by the Chinese when there is only suspicion of wrong declaration. His Excellency's despatch points out that the previous despatch which he wrote relative to confiscations, and which crossed that from the Chamber under reply, answered the points, inasmuch as the rules do not permit of the Chinese effecting seizures upon bare suspicion, without immediate reference to the Consular authorities; but one of the local papers state that it would be glad to see some modification or correction in the Customs notification, embodying this principle.

The most interesting item of local news consists in the revival of the question of an extension of the Bund in the Anglo-American settlement, which has been brought before the notice of the public by a communication on the subject from Mr. Consul Winchester to the Municipal Council. The matter was, as the older residents in China are aware, fully debated in the year 1865, but the scheme was given up as unnecessarily expensive and not absolutely requisite. When formerly advocated by Mr. Clark, then engineer to the Council, the grounds taken up were scientific, an idea having become prevalent that the various obstructions in the river would, in consequence of the soft nature of its bed, cause it gradually to fill up and to become unnavigable. Whether this view was correct or not it is of course impossible to say; but at all events it did not very seriously affect the public mind, and in view of the fact that the conservancy of the river rests with the Chinese Government, and that consequently a portion, if not the whole, of the expenses were considered as justly falling upon them, the idea was gradually given up. The reasons now assigned for reviving the scheme are entirely of a commercial nature, and as such seem more likely than those formerly advanced to meet with public approval. The French settlement, by the erection of wharves, has gained a very great advantage; and it is suggested to combine with the extension of the bund the erection of wharves and jetties in a way which it is probable will prove equal to the necessities of trade, and will render the Anglo-American settlement comparatively independent in this respect. As a kind of prelude to the new state of affairs, Messrs. Russell and Co. have obtained the sanction of the Council to erect a pontoon jetty opposite their house on the Bund; and they have agreed to leave it open to the use of the public except on special occasions, when they desire it clear to admit of the landing of passengers from the tugboat *Tautlee*, which is to be employed to take passengers to and from the Ningpo steamers.

We are glad to say that two of the threatened libel cases are got rid of. That brought by Mr. Stevens against the *Recorder* was dismissed at the preliminary hearing; and Mr. Tarrant's application to appeal against the magistrate's dismissal of his case against the *Daily News* has been rejected. In England there is no appeal from the decision of a magistrate on an application for committal, and it would be strange if a different rule prevailed here. It is, however, in the discretion and power of the law secretary, acting as magistrate in this court, to certify that there is a fit case for re-hearing, and to state a special case upon the facts, whenever he sees room for doubt or is not satisfied with his own opinion. But it is seldom, of course, that this occasion would arise.

The following is, we believe, an accurate sketch of changes to be soon introduced in the Harbour-Master's branch of the Custom's service. There is to be a marine department at Peking, which is to supervise all matters connected with lighthouses, port regulations, &c. This is to be presided over by an officer who is expected to arrive shortly from England. Three divisional inspectors are to be appointed under him. M. Viguier will have charge of the northern division, which will include Chefoo (his head-quarters), Tientsin, and Newchwang; Mr. Hockly will have charge of the central division, which will include Shanghai (his head-quarters), Ningpo, and the Yang-tsze; Mr. Bisbee will have charge of the southern division, which will include Foochow (his head-quarters), Amoy, and Swatow. Each port is, we believe, to have also a harbour-master. We hope that, under the new system, steps will be taken to remedy the existing want, in every direction, of lighthouses and buoys.

An American subject has been fined 50 dols. for locking up, in his godown, a coolie who was caught thieving in his premises. The act was, of course, illegal. He ought, as the stereotyped phrase goes, to have taken the culprit before the proper tribunal. But the punishments inflicted by the Mixed Court are so absurdly inadequate that it is simply waste of time to go before it.

The annual persecution in the matter of the Poll-tax is going on. A number of gentlemen were summoned before the Chief Judge on Monday last, for having neglected to register themselves, and underwent the ceremony of being ordered to pay. Two did go so far as to delare, in court, their intention of submitting to distraint rather than pay; but even they yielded to subsequent persuasion, and their fines were remitted. Stray protests and desultory opposition of this kind must fail in any useful effect. The best plan will be either to hold a public meeting and draw up a memorial embodying a resolution of remonstrance, or to form a fund for the purpose of appealing the matter to the Privy Council, and sifting the legality of the tax. The following rather remarkable anomaly has cropped up in connection with the late trials. Out of a number of people summoned, some elected to pay the tax and the cost of the summons, rather than appear uselessly in court. Others held out to the last, and were let off in court, on payment of the tax only—the judge no doubt wisely desiring to avoid increasing the burden of an obnoxious tax. The result, however, is that men who resist to the last get off scot free, while others who pay directly they are pressed are find 1.50 dols.

At a land sale held at Messrs. Cowie and Co.'s, a plot of land situated on the Soochow Creek, and measuring about 4 *mow* 8 *fun*, was knocked down at 3,000 taels. This property a few years since was purchased for 18,000 taels, and has remained unoccupied ever since.

We are requested to state that the monument to the late Bishop Boone has arrived, and has been erected in the old cemetery. It is said to be a very handsome and costly one.

The British ship *Maitland* struck on the Ariadne Rock on her way out, and damaged her bottom so much that she had to put back and be beached at Woosung, with five feet of water in the hold. She has since been brought up to Shanghai to be docked. Her cargo is only slightly damaged.

The wreck of the *Benares* has been sold at auction for 550 taels, and the cargo for 50 taels. The chances of raising the hull are, we presume, null, otherwise the P. and O., with their large appliances of material and money, would not have abandoned her. It will be next to impossible to break her up, as she is iron, and two of her masts are iron. There is the chance of getting at the machinery and cargo, but the first purchaser does not appear to have estimated this chance highly, as he resold her for 100 taels. She was subsequently again put up for auction, and sold for 220 taels. The new owner is, we believe, sanguine of raising her by means of lighters. The last of the silk saved from her has been sold by auction, at prices ranging from 80 to 255 taels—a very good sale considering that it was badly damaged.

In political news we have nothing new to notice; nor is there any intelligence of importance from the outports. Admiral Keppel has gone up to the Amoor in the *Rodney*, and it is stated purposes to remain there during the hot weather. The *Salamis* is to join him.

It is stated that a complimentary dinner is to be given to Mr. Winchester before his departure for Europe, and a Committee has been formed to arrange it. Mr. Winchester returns by the American Mail route.

At Hankow the foundation stone of the Church of St. John the Evangelist was laid on the 24th June by Mr. Medhurst, H.B.M. Consul. A large number of the residents were present, and Mr. Medhurst delivered an impressive address.

We hear that Mr. Gibbs, of the Imperial Customs, has been ordered to Peking to assist Mr. Hart. There are now about six or seven assistants at the capital. It is interesting to inquire what great work connected with Customs' business is being matured there.

We (*Supreme Court Gazette*) understand that Mr. George H. Fitz-Roy, commissioner of Customs at this port, who some time ago left this place for Japan, is compelled, in consequence of failing health, to return to Europe, and has resigned his appointment in the Custom's service. Another link with the past is thus severed, and few, looking back at the commercial history of this place, will regard the cessation of Mr. Fitz-Roy's connection with it without some feelings of regret. The earliest associations of many in Shanghai are connected with the career of this gentleman. He occupied the post of commissioner at this port during the most difficult times through which the Custom's service has had to pass, and many will recall to their minds the days when, shortly after the ratification of the Tientsin treaty, the novelty of his functions, and the difficulty in procuring efficient assistance, made the operation of clearing goods at the Customs one of no slight trouble on both sides, requiring mutual forbearance, courtesy, and good will. In these qualifications Mr. Fitz-Roy eminently excelled, and, notwithstanding the many changes that have taken place, a large number of the residents in Shanghai recollect with pleasure the kindly and considerate manner in which that gentleman acted, and regard him somehow as *par excellence* the Commissioner of Customs at this port.—[We regret to add that our obituary to-day contains the announcement of Mr. Fitz-Roy's death at Nagasaki, where he had gone for the benefit of his health.—Ed. *L. and C. Telegraph.*]

The registration nuisance has again come before the Court, with the following results:—Mr. Michie, formerly a partner in the firm of Lindsay and Co., now of Chapman, King and Co., and one of our Municipal Councillors for the current year, objected on principal to pay the five dollars fee, and would rather have his goods dis-

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trained than submit to the mulct. This Judge Horaby told him would be the case, and fined him ten dollars—costs 1½—Mr. Robison, silk inspector, similarly obstinate was similarly dealt with. Mr. Gwyn, secretay to the China Fire Insurance Society, had offered to register as an artisan and pay one dollar only, the objector affirming that though secretary to a fire insurance company he was truly an artisan—for was he not foreman of a fire-engine? Messrs. Cromartie and Fisher, assistants in the house of Jardine, Matheson and Co., were each willing to register as artisans on the one dollar fee scale. Mr. Broom, broker, and Mr. Bennett, clerk in the China Fire Insurance Company, each made like allegation, viz., they were willing to pay one dollar and be called artisans, but would not pay five dollars for a paper giving them no designation at all. Whether costing one or five dollars, the sheets were of equal inutility either in the settlement or out of it. Without assigning any particular reason for his decrees, the judge fixed all the fees at five dollars each, Messrs. Michie and Robison being the only two who said they would stand out for further operation of the law.

The *Friend of China* of June 30 contains the following editorial announcement:—"OURSELVES.—With to-day's number of the *Friend of China* we complete our eighteenth year as proprietor and editor of the journal—the only newspaper we ever had connection with, and most likely the last. Our object in purchasing the property in 1850 was to gratify a desire to keep before the public the malpractices of certain officials in Hong Kong, and, and at times, following out this object, we have obtained for Hong Kong an amount of attention at the hands of those Secretaries of State who followed Earl Grey in office, which the colony otherwise never would have had. Eighteen years of incessant work have had their effect, however, and when we add to them fifteen preceding years of residence in this trying country, readers will require little to induce them to believe in the prudence of our medical adviser's suggestion, viz., that we drop the editorial pen and seek repose out of China for a while. In stating thus much we do not desire to have it inferred that with the quarter commencing to-morrow we cease from work on the *Friend* altogether, but we desire it to be understood that before the year is over we hope to be able to effect a sale of 'the Institution' and a transfer of the editorial mantle to other shoulders. If possible, we shall remain in the North of China and work on the paper until we see the completion of the furthest period for which subscription has been taken—say to the end of the year."

HONG KONG.

From this port we have advices to July 10. On the 29th of June the outward mail of May 22 arrived, with London telegrams to June 9; subsequently, however, later telegrams, to June 13, were received via Calcutta. There is absolutely no local news of importance, the papers being entirely filled with police reports and extracts from the northern and Japan papers. We extract the following items from the *Overland Trade Report*:—

The Hong Kong community has to deplore the death of Mrs. Brunker, the wife of Ma'or-General Brunker, in command of Her Majesty's forces in China and Japan. This distressing event, which has been the source of widely-spread and very acute regret, took place on the 1st of July at Head-Quarters House.

Mr. A. P. Sinnett has resigned the secretaryship of the Hong Kong Association, as he is leaving the colony for Europe almost immediately.

Some movement is going forward amongst the European officers of the Chinese Customs department. Mr. Fitzroy, the Commissioner of Customs at Shanghai, has resigned, and judging by a very passionate outburst of indignation directed in the *Shanghai Recorder* against Mr. Hart, by a writer who speaks in the highest possible terms of Mr. Fitzroy, one is led to conjecture that the departing Commissioner does not give up his service on the best possible terms with his chief. The veil of secrecy and mystery which hangs over the proceedings both of the foreign and the Chinese dignitaries at Peking, prevents impartial observers, uninfluenced by personal bias, from having an opinion about such differences as these. Mr. Hart has a great deal of ascendency over the Chinese Government, and is exceedingly unpopular with most European merchants in the north. Mr. Fitzroy is a popular man in Shanghai, where he has succeeded in fulfilling his duty to the Chinese Government without having any difficulties with the community. If Mr. Hart should be really contemplating an arrangement which has been suggested, namely, that if Mr. Burlinghame succeeds in his mission as a pilot balloon, he (Mr. Hart) should make himself ambassador to everywhere, and get rid of Mr. Burlinghame; then it is intelligible that he should want, in the first instance, to get rid of Mr. Fitzroy—intelligible, that is to say, on the common theory about the dispositions of the two men. Mr. Hart would naturally want a very docile successor if he determined to leave Peking. He would remember that his predecessor, Mr. Lay, went home on a special mission, leaving him in charge of affairs at Peking; that before very long the Chinese Government transferred its affections altogether to him (Mr. Hart), and when Mr. Lay returned gave him the cold shoulder. All this is the vaguest conjecture, but no doubt Mr. Hart would shrink from leaving anyone behind him at Peking who might be treacherous enough to supplant *him* in his absence.

The *China Mail* has the following remarks on the insulting reply addressed by the Governor to the remonstrance of the Chamber of Commerce on the "Gambling Ordinance":—

"We can scarcely own to a feeling of surprise at the silence of the Chamber of Commerce respecting the recent document which emanated from his Excellency the Governor in regard to the gambling farm. There are times when insult is best met by silence, and it may be that the Chamber deem themselves placed in so strong a position by the mere publication of his Excellency's reply that they consider any further correspondence as unavailing as it certainly is unnecessary. They are placed in a somewhat awkward position, as, if they attempt to point out the peculiarities of that singular composition, respect, to say nothing of the law, prohibits them from 'slanging back.' To express a hope that his Excellency's public despatches and private correspondence 'are not always conducted on a system which has no better foundation than the glaring misquotations,' the undignified 'chaff,' and the total absence of reasoning power which distinguish the 'document,' might verge on the impertinent, and we should be the first to condemn language which, however justifiable, was disrespectful to the local representative of Government. In common fairness, however, to a body of gentlemen whose opinions weigh much regarding colonial matters, it behoves us to point out the cogent reasons which we venture to surmise have hitherto induced the Chamber to maintain silence under imputations which are devoid of foundation. So little do Hong Kong affairs attract the attention of the home public that there is a possibility of his Excellency's despatch being read without the proverbially large allowance of salt which his previous documents on the same subject have required and received. We, therefore, address ourselves in the very limited space at our disposal to a more particular examination of this composition than it has hitherto received at our hands, remembering that '*Art* is long and time is fleeting.' We are able, however, to deal but briefly with the more prominent heads of the despatch.

"Before taking the paragraphs seriatim we would observe that no refutation whatever has been advanced by his Excellency of any assertion made by, or in, the Chamber; and the sentence which leads up to the quite uncalled for announcement that their opinions call for 'a public refutation'—(uncalled-for because unfulfilled)—implies an insult to that body which has been duly appreciated and resented. The title of the Chamber is 'respectable,' quoth his Excellency! It feels grateful for the implied deduction, which, however insulting might have been pardonable had any presumption in its favour been advanced. As it now stands, it is simply an unwise and undignified way of being clumsily sarcastic. In the matter of misquotations we have an abundant crop, but the most obvious to the least careful reader is his Excellency's statement that 'one gentleman indeed asserted that trade, to his knowledge, had fallen off 25 per cent.,' &c. But a reference to the published report of the Chamber, and upon which his Excellency's despatch is founded, shows that Mr. Hitchcock, the gentleman in question, said no such thing. He said that 'a native merchant had said that trade had in many cases fallen off by 25 per cent.'—quite a different statement. It is very bad to tell 'fibs' in despatches not meant for the public eye. But it is very foolish to tell them when all the world has an opportunity of disproving them a few hours after they appear. We must confess that we had hitherto credited his Excellency with a habit of carefulness in advancing curious statements, however derogatory to our character for penetration the confession may be. We believed him to be an able diplomatist. But our 'image lies shattered on the ground,' and we have to mourn double disaster. His Excellency does *not* read reports carefully, and we, as regards belief in his qualifications are nowhere."

H.M. gunboat *Drake*, which left here for Deep Bay a few days since, has returned. The object of the *Drake's* cruise was to go to one of the villages at the head of Deep Bay, and there release two Chinamen belonging to a coast village some distance off, who were being detained to effect a "squeeze pidgin." The commander of the *Drake* having taking a mandarin on board at Kowloon, left for the offending village, and on arrival there demanded the release of the two men. This was at first refused, and 300 dols. demanded, but in three days the men were unconditionally given up to Lieut.-commander Crowdy, and brought to Hong Kong.

The Supreme Court of Hong Kong keeps up its reputation for an entire absence of that dignity that is supposed to characterise the judicial bench. The following incident is recorded by the *China Mail*:—"One of those little outbursts of feeling, judicial and otherwise, which occasionally show themselves in the Supreme Court, occurred this morning during the hearing of the childstealing case. The hon. the Chief Justice, while commencing to charge the jury, said that the prisoner was charged on four counts; when the Attorney-General corrected his lordship, by saying there were six counts; after carefully looking at and turning over the information, his lordship asked when the additional counts had been added to it. The Attorney-General said that he signed it, but he did not know who wrote it and he had nothing to do with the service. His lordship then asked Mr. Huffam, in whose handwriting were the additional counts; to which the deputy Registrar at once replied that it was that of the Attorney-General. His lordship then, turning to the jury, warmly remarked that the writing was the Attorney-General's own, that the information was most slovenly written and endorsed, and that the writing on the

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back had misled him. The Attorney-General here asked to look at the information, and remarked, on examining it, that it was dated the 23rd and served on the 27th June for the session of the 3rd July. He was sure Mr. Huffam would say that it had been the custom so to draw up informations. His lordship, remarking that it was a very bad habit, appealed to the Deputy-Registrar whether he had ever seen an information so written and endorsed. Mr. Huffam replied that he had not. His lordship at once followed up this answer by warmly informing the jury that here was an information written in the Attorney-General's own hand, of which the Attorney-General had said he knew nothing, and which was written and endorsed in a most slovenly manner; it was in fact such a document that ought not to have been filed in this Court; similar documents at home were written and endorsed on parchment, and written with the greatest care. The Attorney-General, in a sharp tone, said, "Here let the matter rest;" when his lordship, still addressing the jury, concluded the little wordy fracas by saying that he had been interrupted by the Attorney-General, and would not have made those observations had he not been so interrupted. The Chief Justice then resumed his charge to the jury; but on the Attorney-General again rising to make a suggestion to the Court, his lordship said, "Really, Mr. Attorney, I had much better hand over the charge to you, if I am to be so interrupted." Mr. Ball then begged his lordship's pardon, and the judge proceeded with his address to the jury.

THE NIENFEI.

We have been favoured with a copy of a document containing much information of an authentic and valuable nature concerning the movements and character of the Rebels, or rather Banditti, that are devastating Shantung.

COPY OF A LETTER FROM THE REV. J. LEES, TIENTSIN, TO CONSUL MONGAN.

SIR,—At your request, I have much pleasure in placing at your disposal such information as I have lately gained respecting the movements of the rebels in Shantung, and the state of the district generally. It may conduce to a clearer comprehension of the various details if I (1) say a word or two upon the geography of the country we have traversed; then (2) give you in brief a description of the number and character of the rebel bands, as received from the people; (3) indicate the course prior to entering Shantung; (4) their route through Shantung, up to the date on which we last met with them; and, (5) lastly, relate a few incidents which fell under our own observation.

1. As to geography, going south from this city along the course of the Grand Canal, it would, until recently, have been found that from a point just beyond the city of Lin-ching, in Shantung, the canal bed was dry, at least as far south as the prefecture of Jung-chang, near to which city the Yellow River crosses it. The officials have lately filled this dry channel for stratgetic purposes, by breaking the south bank of the river at this point, thus diverting a large body of water in a north-easterly direction, and thereby separating this part of the seaboard from the interior. The enclosed district has well defined boundaries, having the Peiho on the north, the canal upon the west, the Yellow River upon the south, and the sea upon the east (the Yellow River has adopted the bed of the river variously known as the Ta-chi, Taching, or Yon-ho, and thus pursues a north-east course north of the provincial city of Chi-ugon, passing the cities of Chi-yang, Chi-tung, Pu-tai, and Li-chu, all of which are on its banks, and falls into the gulf beyond Li-chin). The northern part of this district is the least interesting; near the sea it is marshy and sparsely peopled, but the southern half is very fertile and studded with villages; it is level as a chess-board—the very place for military evolutions. The mass of the population are poor, but there are many wealthy proprietors, and a fair average of educated men. Excepting Te-chu, Lin-chang, Tung-chang, and Wu-ting, the cities are comparatively small, and more or less decayed. Many of the market towns, however, are of considerable importance.

2. In speaking of the number and character of the rebel force, it may be well to premise that of necessity the accuracy of most of the following statements is dependent entirely on native testimony; but then, in all the main points that testimony was confirmed again and again by multitudes of persons widely separated from each other, so that little doubt can exist as to its substantial truthfulness.

The insurgents who are now in Shantung appear, so far as we can learn, to be in part at least the relics of the old Taipings. One of their leaders, known by the sobriquet of Siau-yen-wang, is said to be a relative, I think a nephew, of the former leader of the Nanking rebels. Whatever may be their ultimate aims, he and his followers are now simply a most dangerous banditti. Their lack of foreign firearms, with which they know the Imperialists to be well supplied, makes them cautious of attempting anything beyond a sort of guerilla warfare. For the same reason they do not seem to be strong enough to attack or hold cities. Still they are doubtless growing both in number and daring; and unless speedily suppressed may perhaps in a few months develop the power, as they have doubtless the will, to meet whatever forces are sent against them.

As to their numbers, it is difficult to speak with any feeling of certainty; the mandarins admit them to be 8,000 to 10,000 strong, but others report them to be ten times that number, while almost in every place we passed the people spoke of them as 50,000 or 60,000 at least. That the movement is far from being a contemptible one is evident from the fact that—again to quote official statements—no less than 70,000 Imperial troops have been in pursuit of them for more than twelve months. Again, the statement of natives as to the length of time taken by them to pass a given spot, although moving in a dense mass, points to the same conclusion. Moreover, we heard at Ching-an-fu that they actively besieged that city for two days last year; and even granting that they have lost considerably since then, it is possible that their losses have been more than made up by subsequent accessions. All are said to be mounted upon the hardy ponies and mules of the country, and many are first-rate horsemen. They are mostly armed with spears and heavy swords, but some have old double-barrelled pistols and muskets, doubtless Imperial spoil. Cannon they do not wish for, as their weight would be an incumbrance. Occasionally they have taken guns from the troops, but only to destroy them.

They travel with great rapidity, swooping down upon the place they have resolved to visit like an eagle upon its quarry. When on the march the main body is reported to keep close together, but scouts selected from their swiftest and most daring horsemen scour the country in every direction, those in front being usually about a day's march in advance. The poor villagers flee upon the first appearance of these fellows, carrying off their most valuable movables, and leaving their houses to their mercy. Nothing can be more pitiable than these droves of wretched fugitives. Often, of course, they are overtaken and mercilessly plundered. The thieves, however, appear to be discriminative in their choice of plunder; horses, silver, expensive clothing, and opium are the things principally sought for; they do not care for mere necessaries. Young men are seized and imprisoned whenever possible, and girls are also carried off in numbers for the vilest purposes. Occupying night after night some thirty or forty villages, they do not need tents, and food is always to be had in abundance, while their animals are turned to graze in the ripening cornfields. We heard indeed many details which may or may not be true; such as that they have no fewer than 700 women amongst them, that two of their band are led by females, that they butcher the poor creatures whom they have violated if they do not wish to retain them, that in some places they have been known to fill wells with bodies still alive, and when the wells become choked, to pile fuel upon their mouths, and having soaked it with oil, set fire to the horrible pyre; and that their boy captives are often employed as executioners to inure them to bloodshed. One would prefer to disbelieve at once such atrocities as these, but, making full allowance for exaggeration, in many cases doubtless the result of fear, we must believe that the poor people have ample cause for terror.

Sometimes, by gifts of animals or silver, a village will purchase exemption from pillage; but if the slightest opposition is offered, and above all, if any of the mandarins are killed, a fearful retribution is exacted; a favourite plan of defence is for a number of villagers to unite in the erection of a rampart and ditch around some central spot, to which the women and children, cattle, and other valuables are removed upon the first alarm, and in the absence of cannon, many of these wutos, as they are called, are quite strong enough, if fairly guarded, to ensure security. Should the rebels effect an entrance, however, either by stratagem or force, no mercy is shown to either sex or age, and many sad tales of suffering are told of some of these fortified villages, as well as many amusing ones of the tricks resorted to to gain admittance to them.

3. With respect to the course traversed by the insurgents prior to their appearance in Shantung, I am indebted for some particulars to Mr. Wellson, one of the colporteurs in the employ of the British and Foreign Bible Society, who, accompanied by several intelligent natives, has lately spent more than three months in the province of Shansi. The information thus obtained enables us to understand and reconcile many of the rumours which have reached us from time to time during the past half-year, and also to identify the body of rebels now in Shantung with that which in March last threatened the capital. There seems to be no doubt that they are the whole or part of the force which has for years been ravaging Huan, and with whom I was unlucky enough to get into disagreeable proximity in the extreme north-west corner of that province, nearly ten years ago. They were at that time anxious to cross the Hwang-Ho; foiled in this, whether from the rapidity of the stream or otherwise, they retraced their steps towards the south, appearing, as I afterwards heard, upon the banks of the Han. The next notice I have of their route is that brought by Mr. Wellson. By some means or other they seem to have crossed the Sun-ling mountains on the south of Singwan-foo, and so found a clear course up Shansi. The tributaries of the Yellow River, which come from the west, are small, and would not check their advance. The country, too, cannot possibly have recovered yet from the utter desolation caused by the formidable Mahometan rebellion four years ago. At any rate they accomplished their object—the passage of the Hwang-Ho—not far from Chi-chiu (Ky-chow, lat. 36 deg.). This was at the close of December or the beginning of January last; they had carefully timed their approach, and yet they might probably have succeeded better had they delayed a week or two longer. It was during the first frost, and it seems that the ice broke, and many are represented

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to have been drowned, while numbers of those who got safely over were compelled to throw away their arms; they were thus to a large extent unarmed on entering Shansi, and this helps to explain their aggressively aimless wanderings. Evidently their first wants were horses and arms, and to gain these, and at the same time add to their numerical strength, has been their uniform effort. I append a list of the places showing their line of march after crossing the Hwang-Ho, south-east to Chiang-shin, north-east to Taiping-hiu, across the Fen River northward to the east of Ping-yan-fu, to Chau-ching (north of Hong-tung), where they were repulsed; south to Fu-san-chu-un-Nien, I-ching-Yang-ching, across the Chin River, across the Ta-hung mountains in the neighbourhood of Ho-nan-fu. At Ching-hwa-chiu, a market town hereabouts, and famed for its bamboo, they largely supplied themselves anew with weapons; passing Hwa-chiu-hiou (Hoi-kiu), Wei-kwui-fu (Wu-hui), and Chang-ti-fu, they reached Chili in the spring, going, as we knew, to within a comparatively short distance of Peking. Retreating, they appear to have done little more than retrace their steps. This was in March; arrived in Honan-fu, the Yellow River could not be recrossed, and accordingly they struck boldly across Chili for the fertile plain of Shantung. It is right to say that this last visit is an inference only, but there can be no difficulty in thus identifying their band in Shansi and Shantung, since the period of their departure from the former province coincides so nearly with that of their appearance in the latter. Their conduct, too, in Shansi seems to have been very similar to what it was in Shantung; there also clothing, horses, and silver were their constant demand, and they seemed systematically to avoid the cities. Nor does it seem as though they could be confounded with the Kansu insurgents, subsequently visiting Hing-hien, in north-west of Shansi. Mr. Wellson heard of the latter at Ching-sun in Shansi (Chin-moo), where they had recently committed great excesses, retiring laden with the spoils to the mountainous country upon the north.

4. The details of their route through Shantung were gathered by myself and companions in travel by constant and careful inquiry; though it was impossible for us actually to learn it for ourselves, we did cross it in parts, and I have considerable confidence in its general accuracy.

They entered the district described, by crossing the old dry bed of the canal between Tung-shang-fu and Liu-ching-shen. Marching north, they left Te-chen a little to the west, and passed within four miles of Ning-ching-hui on the 21st April. They then took Nan-pi, occupying it two days and one night (April 23). The main body was observed to be more than half-a-day in passing a small town eight miles further north, on the morning of the 24th, keeping a little to the east of Tsang-chew and Ching-hai-hien. They at length encamped near the town of T'sang-kwan-tun, N.E. some thirty odd miles from Tientsin, while a portion of the force advanced within sight of the walls of the city. This was on the 24th, 25th, and 26th of April. Then turning, they went S.E. to the west of Yang-ush to Yen-san, which they occupied, the mandarins having fled. Still going south, they passed between Ching-un and Lanling to the western side of Wu-ting-foo; then struck, S.W. through the district of Shang-ho to Liwi, near which city they had an engagement with the militia, 1,000 (many said 2,000) of whom were slain. Returning to the neighbourhood of Tung-chang-fu, they may perhaps have been prevented from accomplishing a retreat by the way they came by finding that the canal had been flooded during their absence. At any rate it is certain that they turned again to the north, going to Liwi-hein (according to some) a second time, thence close by the western wall of Taiping, from which they were watched to Ningching, where there was some fighting. The date of this was probably May 9th or 10th. On the 10th and 11th we ourselves met their scouts in the district of Lanting, the whole of which was in a state of intense alarm. On the 11th the rebels must have once more changed their course, travelling south or south-east, for subsequent reports were to the effect that on that day they burnt, or at any rate they attempted to burn, the gates of Lanling city, and during our direct journey south we heard continued rumours of their being upon the west of our route, besides which on our voyage down the Yellow River, after leaving Cho-ngan, we found they had just reached Chi Yang (Sunday, May 17th), and were within six miles of the city, many fires having been seen from the opposite bank the night previous. Ten days later (May 27th), when in the neighbourhood of Chanwha, the rascals were again reported within thirteen miles of us, and the people were again seen in flight.

5. It is not necessary that I should go into the details of the journey through the infested district lately undertaken by the Rev. J. Innocent and myself. I will just include our route and then close with one or two statements of facts. Starting, then, on May 7th from Tientsin we travelled on the west of the canal as far as Chinghai, then along the east bank to Tsangchin, which was reached on the evening of the 9th; then we were compelled to return to the west side by the near neighbourhood of a large camp of soldiers and the impossibility of crossing a sluice lately opened by which the canal was connected with the sea. The object of this appears to be to confine the rebels within still narrower limits. (The opening of this stream and the presence of ten thousand Imperialists upon its north bank may explain the sudden change of point upon May 11th.) We recrossed finally a little to the north of Nanpo, striking in a pretty nearly direct line S.E. for the district of Lanling (May 10th). On the 11th, in our endeavour to avoid the rebel scouts, we advanced within eight miles of Lanling city, but then turned due south past the city of Taiping (May 13th) to Lueken, on the banks of the Yellow River, and five miles from the provincial capital, where we passed the night of the 15th. Then taking boat we reached the mouth of the Hwang-ho on the evening of the 19th, and after a delay of some days succeeded in leaving on the 28th for Taku, where we arrived on the evening of the 29th.

(a.) One of the first facts which was forced upon our notice in this journey—and each day's observation only deepened our conviction of its truth—was that the Imperialist troops are even more fearful scourges than the rebels. We had hardly left the walls of Tientsin before the villagers living on the outskirts began to tell us of their excesses. It is the southern soldiery which is the worst, and especially those troops who were formerly in the Taiping service, and who are known among the people as the Manjing, or Hairy Braves. So furious are these men, and so little discipline is there among them, that in many places the people are quite unable to distinguish between them and the insurgents, and everywhere the villages are deserted at their approach.

If the rebels are like the plague of hail, these wretches may well be compared to that of locusts. They literally eat up everything. Of the state of the country through which they have passed some idea may be formed from the fact that between Tientsin and Tsang Chen, a distance of no less than eighty miles (much further indeed by the route we were compelled to take) we did not see a single fowl, and only one or two pigs—while east of the canal there did not appear to be any larger cattle left. Of course many had succeeded in conveying their draught bullocks to safe places on the west, but a large proportion had been killed, as the heaps of bones, &c., by the roadside too plainly proved.

Much of the destruction caused by the troops seems inexplicable, except as springing from a wanton love of mischief. They resent all opposition just as fiercely as the rebels, and are represented to be as much given to assaults upon women, and even to the burning of property. But as robbers they are even more dreaded. Again and again did we hear, "We would rather see the rebels than the troops; they have some conscience, the soldiers have none. They strip us of everything, even smashing up our crockery, tearing the old cotton cloths from our backs, and breaking our cooking pans before leaving." What will civilised nations say to atrocities like these, committed too by those who are professedly the defenders of the people? It seems to me that a Government which shows itself thus unable to govern its own soldiery should not only forfeit all confidence, but have its right to govern disallowed. Can nothing be done by way of protest to rouse the officials to the danger of the present state of things? Ere long the most peaceable will be goaded into resistance, and then all chance of saving the country will be gone.

(b.) Another fact which seems pretty certain, is that the troops have never yet fairly tried to put down the insurrection. We did not hear of a single battle having taken place between them. The militia in various places have fought, and the villagers have often succeeded in defending themselves, but the Imperial army seems to have contented itself with following pretty closely the rebel force (always at a safe distance), reserving their valour for contests with the people. As might be expected, conclusions are drawn from such conduct by no means flattering to the Imperial leaders. "Oh," say some, "they are rebels themselves, and will openly join the rest soon;" or, "It would not suit either officers or men to put down the thieves. They are making a good trade of it. The mandarins are pocketing the pay allowed by the Government to the men, and the soldiers are getting rich by plunder." I give you such remarks for what they are worth.

(c.) I should state that it was certainly far from our intention to venture near the rebel lines; according to our constant practice, we made repeated inquiries on the 9th and 10th as to their present position, and had we not heard that they were at a considerable distance, we should not have proceeded on our journey.

Before crossing the canal near Nan-pi we met a large body of Imperialists, who assured us that the road to Lanling was quite open, the rebels being far away to the south, and when only 30 li from where we actually fell in with them; as to the market town of Keu-chang tsai tse we found no signs whatever of alarm; and, according to the most reliable information we could gain, they were in the prefecture of Tung-chang, eighty or ninety miles distant. This was during the afternoon of the 10th of May. That very evening we found ourselves within two miles of their scouts, and west and north of the village where we slept villages were in flames, while the roads in every direction swarmed with fugitives. Heavy rain fell, adding greatly to the sufferings of the people. Our first object the next day was of course to get away. The road along which we had come was already closed; the west and south, at first, equally so; in fact, we were apparently surrounded. Rebel scouts were seen on every side. We resolved to make for the city of Lanling. *En route* we were overtaken, and I was robbed of the horse I was riding. We made no resistance; it would have been folly to do so. Within eight miles of Lanling it became evident that this was the very route the insurgents were taking; and we accordingly turned south, and thus gradually got clear of them.

(d.) We had from time to time not a few opportunities of seeing traces of the events of the past few weeks. Between Tientsin and

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Tsung-cheu many bodies were seen in the canal, and corpses frightfully mutilated were common enough upon the roads. Town after town passed through was all but deserted, a score or two of frightened people being all that remained of a formerly busy population. Wounded men often came to us asking medical aid. At a place called Hsiue-ugan, south of Tei-ping-hien, which lays in the route of the insurgents from Wuting-fu to Tungchang-fu, five hundred bodies had lain unburied for some days, and the people tried to dissuade us from passing through it. We found that they had been interred the day before our arrival, but the truth of the story was vouched for by the state of the air, which long before we reached the town gave unmistakable evidence of the carnage. In this neighbourhood, too, we crossed the actual line of march of the main body of insurgents, and so had some chance of personally guessing at their numbers. We found it no less that ten English miles in breadth, the marks of the horses' hoofs thickly covering the land. (Signed) James Lees.

A VISIT TO THE CHAITANG MINES.

Mr. James Henderson, of Tientsin, sends us the first instalment of a most interesting account of his last journey from Peking to the Chaitang coal mines, which was performed in May last.

The spring of this year, 1868, has been of a favourable character for the agricultural prospects of the Peking plain. The autumn sown wheat promises a good harvest, and, covering the surface far and wide with a vivid green, presents a most agreeable appearance to the traveller, who gladly leaves one of the dustiest cities of "this dusty world" to spend a few nights and days on the neighbouring hills. Peking wealth has dotted the hill slopes and dells with not a few extensive monasteries, where lazy priests dream away a monotonous existence. Here the trickling of a living stream soothes the ear of the stranger, while his eye is gladdened by a view of the plain, embracing the massive towers of Peking, the ornamental pagodas of the Imperial pleasure-grounds, and many a square mile of richly cultivated fields, assuring to the husbandman an abundant return for his toil.

It is at a distance of thirteen miles from the foreign Legations, and ten from the walls, that the plain ceases and the hills begin. On the way we met a large company of soldiers and attendants returning from the funeral of one of the Queens of the Emperor Tau-kwang. She died nineteen years after the decease of her husband, and is buried at Tientsun, a village to the west of the metropolis, nowhere near *his* tomb (it would be a desecration for women to be laid near an Emperor), but in a cemetery set apart for the use of the wives of "the glory of Reason." The coffin was accompanied by 250 soldiers and as many attendants (Tang-chai-ti), all the poorer ones dressed in coarse red gauze, put on for the occasion to cover their rags with something of a more pleasing colour, and impart a factitious and transient respectability to the coffin-bearers (sixty-four in number) of a Queen. Red is to Queens and princesses what green is to princes and yellow to the Emperor.

From the temples, the favourite summer abode of the foreign residents in Peking, we wended our way at the base of the hills to Woo-li-to, near a hurdle-bridge, across the Hwun-ho, or Muddy River. Here we passed the night, and procured mules for the morning to take us to and from Chaitang, about forty English miles to the north-west.

Proceeding along the road by which during all the year, except in the summer months, trains of camels are engaged in carrying coal and lime to Peking, we saw signs of the influence still excited in the people by the Bhuddist religion. A Manchu, thirty-two years of age, dressed in red, was on his way to the temple of a female deity to fulfil a vow made by him while ill. He had promised to walk to the temple and back, thirty-three miles distant, in chains. Vows of this nature are encouraged by the priests, who keep chains for the purpose, and arrange with the devotee the amount of self-imposed suffering he is to undergo. He looked weak in body, and it was as much as he could do to move forward under the weight of the chains which pressed heavily on his hands and feet.

After crossing the Muddy River, which here in a broad valley comes down from the north-west from its tortuous path among the hills, we skirted the hill range to Fang-shan, going through a very productive lime district, where an active trade is carried on in lime. This circumstance explains the name of the place, Hwei-chang, "the lime depot." Our route was south-west, which is also here the prevailing direction of the hill chain and of the band of limestone three or four miles broad, which forms its outer limit. The same formation is crossed by travellers at Nankow, on the road to Kalgan, and at Jehol, in Tartary, north-east of Peking. This north-east and south-west direction of the limestone recalls the view recently propounded by Mr. Pumpelly of the geological history of this part of China. The rivers flow from the great plateau of Mongolia south-east to the sea, and such is the direction of the valleys. The limestone and coal and sandstone strata lie north-east and south-west, and such is the direction of the mountain chains and the coast lines from the Amoor to the Yang-tsze-kiang. The cause of this was an upheaval which took place after the deposition of the coal.

Just before coming to Hwei-chang we passed some coal mines, where black clay, Tsing-hwei, is procured. This kind of clay is much used in Peking for making a waterproof cement by mixing with lime for roofing houses, pointing walls, &c. It is also used as a colouring substance to paint walls black or blue. A long account of it is given by Collas in the eleventh volume of the Memoires Concernant les Chinois.

On the city gate at Fang-shan, where we stopped on the last night of April, was a proclamation from the Governor-General of the province against combinations of ten, twenty, and thirty men for mischievous purposes. It was arranged in lines of six words each, so as easily to be committed to memory, and it threatened death to the chiefs of such bands, and lighter punishments to the subordinates. In disturbed times such are the precautions taken by the Government.

At Fang-shan there are extensive coalpits of ordinary anthracite. These we did not visit. They lay to the west, and our course was, for the time, northwards across two shoulders of the mountains into the Tsz-kia-wo valley. Five miles' travelling brought us here. A little stream called the Tsing-ho here winds its way to the south-east into the plain. Camels come down the valley with the better kinds of anthracite called Hung-mei, and proceed with it either to Lieu-li-ho, where it is consigned to boats for Pau-ting-fu, Tientsin, &c., or to the bridge at Lu-keu-chiau (fourteen miles), by which Peking is soon reached.

The situation here is very picturesque, and was early chosen by one of the eight hereditary princes who assisted the imperial family to conquer China to serve as a burying place. It is embosomed in a grove of pines, sophoras, and cypresses. The white barked species of pine is a noble tree, with wide-spreading branches and thick lofty trunk, looking as if it had been white-washed. It is not found beyond the limestone formation. Abounding in the Peking plain, where the soil is everywhere impregnated with lime, it disappears at the transition to the sandstone, and doubtless owes its colour to the presence of lime in the soil about its roots. Six generations of the family have been buried here. The dragons on the monumental stones were beautifully carved. The emperors who have successively filled the throne have written encomiums on each individual of this line of princes, and these much-coveted words are engraved on marble, are covered with yellow tiled roofs, and the approaches to them consist of marble steps and balustrades. The prospect from this cemetery embraces a lovely valley, with hills all round, and some villages inhabited by tillers of the soil and a few shepherds, who watch sheep and goats browsing on the grass-clad heights.

Going up the valley we noticed traces of inundations, and were informed that last year, in the autumn, the water rose forty feet. The houses are built on the hill sides, on spots sufficiently lofty to secure them from all ordinary floods. The difficulty of constructing roads in the hill district is much increased by these autumn floods, occasioned by the great extent of hill surface open to the rainfall, and the narrowness of the valleys.

At a point thirteen miles from Tsz-kia-wo we reached Hung-mei-chang, the "red anthracite depot." Here the mules that bring down coal from the pits resign their loads to the camels, which carry it a distance of thirty-five miles to Peking.

From this point the road winds with the stream eight miles to Tai-an-shan, a busy town on a hill side, situated on the coal strata, and constituting the centre of the red anthracite mines. This anthracite has a shining cleavage, is easily kindled, burns without flame, and leaves very little ash. It is found between the ordinary anthracite and the bituminous coal. First comes the limestone, with quarries for lime and marble on the edge of the hills, and in a south-west and north-east direction. Within this occurs the ordinary anthracite found at Fangshan and Men-teu-keu, at one hundred li and fifty li respectively south-west and west of Peking. Then comes the red anthracite—so called from the good red fire it makes—at Tai-an-shan, and near Chaitang; and after this, further to the north-west, is found the bituminous coal at Chaitang. On account of this order in the coal strata the excellent parlour coal of Chaitang—called by the Chinese smoky coal—is nearly sixty miles from the Peking market, and by the cost of carriage it becomes very expensive.

(To be continued.)

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates hence are to the 18th July. The outward mail of the 5th June was delivered on the 7th July; the French mail of June 18th was daily expected. London telegrams extended to the 27th June. The following summary of news is from the *Straits Times*:

Our last summary mentioned an expedition to Acheen by the Senior Naval Officer, Captain Stevens, in the *Perseus*, and our Acting Colonial Secretary, Captain Playfair, in the *Pelho*. The object of the expedition was, not to inquire into the *Mydin Box* tragedy, but to obtain satisfaction for the plunder of a British schooner, the *Good Fortune*, a Penang trader. This object was obtained quietly and successfully, without any force having been necessary. The petty chief who committed the outrage was delivered up by the Rajah to Captain Playfair, and full value of the stolen goods in hard dollars paid up to the owner to his entire content. The expedition will doubtless have a beneficial effect on the Penang trade with Sumatra, as the turbulent Achinese chiefs will think twice hereafter before meddling with a British trader.

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News has been received of the appointment of the Rev. J. A. Beckles, of Tobago, as successor to our present respected chaplain, the Rev. Mr. Waterhouse, who has elected to return to India. News is expected by next mail of who is to take the Hon. Mr. Cairn's place as acting Lieut-Governor of Malacca.

There have been numerous failures lately in the bazaar, which is altogether in a most unsatisfactory state—and this has not tended to increase the cheerfulness of our young heads of houses.

The petition to the Secretary of State for the Colonies in regard to the Supreme Court Ordinance did not go home by last mail as stated in our summary. It has been sent in to the Governor in accordance with official rule, and will go forward this mail with his Excellency's remarks thereon. We append a copy of the petition with the signatures attached. Nearly every mercantile house and all the banks are represented by the signatures, and it may be fairly said that the petition gives expression to the decided convictions of the great majority of the whole community. From the papers to hand yesterday from Penang we learn that the inhabitants there are getting up a similar petition. The sheriff there, like the same official here, refused to call a public meeting to consider the Supreme Court Ordinance, and this has excited the wrath of the Penangites to a considerable degree, not so much at the sheriff as at his Excellency Sir Harry Ord.

We append further the reply of the Governor on his receipt of the two copies of the petition, from which it will be seen that his Excellency takes exception to the statement in the petition, that our judges have hitherto enjoyed a position of dignified independence of the Governor, because under the old charter the Governor and the Resident Councillor were judges of the Court as well as the Recorder, had equal power with him, and their decisions were binding even if in opposition to that of the Recorder. Now, this has never been denied by the petitioners; on the contrary, it is because under the old charter the Governor was a judge of the Court, whilst the Governor under the new arrangement is not a judge of the Court, that such vehement objection is taken to the Governor now having any, the slightest, power to touch or affect the judges in any way whatever, far less to have the power to suspend a judge. The Governor before could not meddle with the Recorder *per se* as Governor, and neither could the Governor himself or the Resident Councillor be meddled with as judges.

THE PETITION.

To his Grace the Duke of Buckingham and Chandos, K.G., &c.,
Her Majesty's Principal Secretary of State for the Colonies.

May it please your Grace—We, the undersigned inhabitants of Singapore, have learnt with great concern and alarm that the power possessed by the Governor of the colony to suspend public officers extends to judges of our Supreme Court.

Ever since the establishment of that court, now sixty years ago, the Straits Settlements have enjoyed the inestimable advantage of having justice administered by judges entirely independent, not only of the local Governors but even of the Governors-General of India; and that position of dignified independence secured to the judges the entire respect and confidence of the various communities, both native and European.

We deem it essential to the pure administration of justice that this independence should be preserved intact, and that the judges should never be in a position in which they might be suspected of being under the influence of the Executive; any change in this respect we should consider deeply injurious to the best interests of the colony.

We therefore pray that your Grace will take such measures as may be fitting to restore that complete judicial independence which we enjoyed under the Government of India.

And your Petitioners will ever pray, &c.

(Copy.)

Government-house, Singapore, 15th July, 1868.

Gentlemen,—I am directed by the Governor to acknowledge the receipt of your communication of the 14th inst., calling his Excellency's attention to certain resolutions passed at a public meeting held in the town-hall on the 22nd June, copies of which are given in your letter, and enclosing a petition which has been prepared by you in accordance with these resolutions, and which you request his Excellency to transmit to Her Majesty's Principal Secretary of State for the Colonies.

2. His Excellency's instructions require him to transmit documents of this description to the Secretary of State with all reasonable despatch, accompanied by such report as their contents may appear to him to require, and his Excellency will have much pleasure in forwarding your communication and the petition to his Grace the Secretary of State for the Colonies by the mail of the 18th inst.

3. In the report which it is his Excellency's duty to make on these documents it will be necessary that he should call his Grace's attention to the circumstance, that they proceed upon the assumption (1st resolution) that the people of the settlements have long had the advantage of having the judges of the Supreme Court independent of the control and interference of the Executive Government, and that this judicial independence (Petition) will not be preserved if the Governor be entrusted with the power possessed by all Governors of colonies of suspending the judges of the court.

4. It is of course open to question whether the independence of the Judges is in any way affected by the existence of this regulation, but his Excellency must point out to his Grace the error which has been committed in assuming that the Judges have hitherto enjoyed a position of dignified independence of the Governor.

5. A reference to the Charter which defines the duties and position of the Judge will show that the Judges of the Court were the Governor, the Resident Councillor of the Settlement, and the Recorder and that the two former not only possessed equal authority and power with the Recorder, but that their decision in any judgment, rule, order or act of authority or power whatsoever was binding, even though in opposition to that of the Recorder.

6. The Governor thinks it due to the signers of the petition that they should be made aware of the exception he is thus compelled to take to one of its prominent statements.

7. His Excellency has not failed to observe and will bring to his Grace's notice that with the exception perhaps of the members of the legal profession the petition is signed by a large majority of the principal European inhabitants unconnected with the government, as well as by the most influential of the Arab, Chinese, and native traders, resident in the settlement.—I have the honour to be, Gentlemen, your most obedient servant,

Henry F. Plow, Private Secretary.

A. T. Carmichael, Esq., and others.

We learn that Captain Ord, Mr. Cairn's *locum tenens* in Malacca, is performing the duties of Lieutenant-Governor merely temporarily and by virtue of the Government notification issued in July, 1867 (No. 80), as he is the Senior Magistrate of the Settlement. The Acting appointment has not been made, and none will be made until instructions, which are expected by next mail, are received from the Secretary of State for the Colonies.

At a recent meeting of the Chamber of Commerce two members of Committee were elected in place of two members who have returned to Europe. A communication was read from the Governor in regard to the adulteration of gambier and other produce, and requesting the Chamber to furnish his Excellency with any suggestions they might have to make with a view to the proposed legislation on the subject. A rough draft of various desirable clauses was agreed upon, and the secretary was requested to forward the same to his Excellency for his consideration.

The *Straits Times* publishes a translation of the text of the treaty concluded last year by the French Government and the King of Siam. "It will be seen that his Majesty of Siam solemnly recognises the protectorate of the French over the Kingdom of Cambodia, and renounces for himself, his heirs, and successors his hereditary right to tribute from that kingdom. On the whole, the King of Siam may be content to have all matters of dispute definitely settled with his powerful and unscrupulous neighbour. Although Cambodia has been tributary to Siam for a long time it has been more nominally so than really, and the Siamese Suzerainty has been the source of endless contests as opportunities offered, and the tribute has had to be exacted time and again at the point of the sword. The clause in the treaty which provides for the boundary line between the two kingdoms being definitely marked out with posts by Siamese and Cambodian officers in the presence of French officials, and mapped down, will, or ought to, prevent any occasion for any future dispute, and will effectually prevent any wrongful encroachments on either side.

LATEST TELEGRAMS.

(Received via Galle, August 10.)

Hong Kong, July 25.—Grey Shirtings, 6½ catty, $2.80. Water Twist, 16-24, $130. Cotton, $17 ⅛ Tea, extensive demand; total exports, 56,000,000 lbs.

Exchange on London, 4s. 6½d.

Shanghai, July 18.—Grey Shirtings, 6½ catty, 2.30, active. Cotton, 19 bales. Tea, Congou, extensive demand. Silk, very firm; settlements in fortnight, 600 bales; export to date, 16,125 bales.

Exchange on London, 6s. 2½d. Freights, £4 10s.

(Received via Kiachta, August 18.)

Shanghai, July 31 —Grey Shirtings, 8¼ lbs., tls. 2.3.5. Black Teas, one tael lower. Exchange, Bank, 6s. 2½d.

Dr. and Mrs. George Shearer left Liverpool on Tuesday afternoon, the 11th inst., by the steamship *Nestor*, for China. Dr. Shearer goes out as medical missionary in connection with the London Missionary Society; and the sphere of labour assigned to him is Hankow, a city of immense population, and an extensive field for missionary labour. Four other missionaries (Wesleyan) and their wives proceed by the same steamer to Shanghai, at which port they separate to their respective posts. Dr. Shearer's departure from Liverpool is deeply regretted by a very numerous circle, including the members of his own profession, with whom he stood in the highest respect for his character and talents. He will also be greatly missed by the sanitary reformers.

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Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The chief feature worth mention in the market during the fortnight had been a demand to some extent for Grey Shirtings, inducing a slight improvement in price. Yarns had remained in inquiry as reported in our last, and prices had again advanced. In other Cottons we had no business to report, and in Woollens business had quite ceased for the time, quotations being consequently nominal only. We hear of considerable re-exports of Lead, but on the spot all metals were dull. The business in Arms was assuming quite a staple character, and some merchants were turning large capital in this direction. It was still, however, by many regarded as an "illegitimate" branch of trade. The quotations were:—Cotton Yarn—Nos. 16 to 24, $50.0 to 51.0 per picul; Nos. 28 to 32, $54.0 to 55.0; Nos. 38 to 42, $53.0 to 54.0.—Cotton Piece Goods—Grey Shirtings: 7 lbs., $2.30 to 2.35 per piece; 8.4 lbs., $2.90 to 3.0; 8.6 to 8.8 lbs., $2.95 to 3.05. White Shirtings: 56 to 60 reed, $3.10 to 3.20 per piece; 64 to 66, $3.50 to 3.70; 68 to 72, $3.70 to 4.10; T-Cloths, 6 lbs., $1.90 to 2.0 per piece; 6.8 to 7.0, $2.10 to 2.30; Turkey Red Cloth, 24 yards, 32 inches, $2.80 to 3.10; Spotted Shirtings, White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Brocades, White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Velvets, Black, $9.50 to 10.0; Assorted, $8.0 to 9.0. Iron, Nail-rod, $3.0 to 3.50 per picul; Hoop, $4 25 to 4.50; Bars, $2.75 to 3.50; Pig, $1.30 to 1.50; Wire, $6.50 to 7.0; Lead, $7.0 to 7.75; Tin, $17.0 to 18.0; Tin Plates, $8.0 to 8.50; Window Glass, $2.50 to 4.0 per box.

SHANGHAI.—Soft Goods.—A fair business had been transacted in Grey Goods since the departure of the last mail, though the prices paid by buyers had been much on a par with those then quoted. Sales of Grey Shirtings during the fortnight were estimated at 60,000 to 65,000 pieces from first hands; but the quantity of damaged goods placed at auction had been much above the average. In fact unsound cargo had gone towards supplying the local demand, and had to a certain extent interfered with the sale of undamaged goods. In the value of 7 lbs. and 8 lbs. there was little change to note, but prices for 9 lbs. and 9 12-7 lbs. Cloth might be called fully 5 cents per piece higher. T-Cloths have been in good demand at about last mail's rates, the best class of goods having commanded most favour. Sales were estimated at 25,000 to 30,000 pieces, and a considerable quantity of damaged had been placed at auction—8 lbs. Cloth had been in more inquiry, and rates were a little firmer. The stock of Grey Shirtings was estimated at 650,000 pieces, inclusive of all late arrivals. This estimate can, however, be only approximate, as the true cargoes of several vessels had not yet been made up by the Customs. White Shirtings: Considerable sales had been effected at low rates—but many holders were content to wait for a *bona fide* Northern demand. Drills: Transactions in both English and American had taken place at irregular rates. Best English had commanded as high as Tls. 4.25 per piece, but only for small lots; while a good line of Americans had found buyers at an average price of Tls. 4.27½ per piece for best and second class. Large imports of American Cloth had arrived from Hong Kong, and more were said to be expected. Sheetings: Had declined in value—sales of American having been effected at Tls. 4.10 per piece for cash. This class of goods was for the time out of favour. Fancy Goods: Were dull of sale. A few dyed Brocades had changed hands at Tls. 2.75 per piece, and there was a small demand for best goods at slightly over this figure—but holders generally were far from anxious to realise. Velveteens: 18 in. were asked for at quotations, 26 in. were very scarce and wanted, while 26 in. in Velvets were in over-supply and difficult to move. Woollens: Figured Orleans were in most limited inquiry, and quotations were almost nominal. Spanish Stripes had been in little demand and prices showed an upward tendency. Sales of the best assortment C.P.H. Goods were quoted at 63 cents per yard; but it was difficult to find buyers for H.H. at 60 cents per yard. Camlets: Rates showed no material change, but holders seemed to rely on a marked falling off in the export from England. Long Ells: A foreign speculative inquiry had resulted in considerable sales from first hands, buyers chiefly preferring scarlet to assorted colours. In Fancy Woollen Goods the firmness of holders has precluded an extensive business. The market for Metals and Coals was extremely quiet. The current quotations were as follows:—Grey Shirtings, 7 lbs. per picul, Tls. 1.8.6 to 1.9.2; 8.4 to 8.6 lbs., Tls. 2.2.4 to 2.3.0; 9 to 9.12 lbs. Tls. 3.0.0 to 3.3.2; White Shirtings, 56 reed, Tls. 1.9.5 to 2.0.0; 60 reed, Tls. 2.1.0; 64 reed, 2.2.0; 66 reed, Tls. 2.2.5 to 2.3.5; 72 reed, Tls. 2.6.0; 80 to 84 reed, Tls. 3.0.0 to 3.1.0; T-Cloths, 6 lbs., Tls. 1.4.5 to 1.8.5; 7 lbs., Tls. 1.7.0 to 2.1.3; 8 to 8.4 lbs., Tls. 2.3.0 to 2.7.0; Camlets, English, S., 56 yds., Tls. 13.0.0 to 13.5.0 per piece; S.S., Tls. 12.2.5 to 13.2.5; S.S.S., Tls. 9.0.0 to 10.5.0; Spanish Stripes, Tls. 0.5.5 to 0.7.0 per yard; Medium, Broad, and Habit Cloth, Tls. 0.8.0 to 1.1.0; Long Ells, Scarlet, 24 yds., H.H., per piece, Tls. 6.9.0; Scarlet, C.P.H., Tls. 6.8.5; Assorted, H.H., Tls. 6.9.0 to 6.9.5; Assorted, C.P.H., Tls. 6.7.0 to 6.8.0; Lastings, 30 yds., Tls. 11.5.0 to 12.2.5; Crape Lastings, 30 yds., Tls. 8.0.0 to 8.5.0; Crape Lustres, Tls. 4.5.0 to 4.7.0.

HANKOW.—A fair amount of business had been transacted, cottons receiving most attention. Of Grey Shirtings large sales had been effected, but at the close of business prices for 8¼ lbs. goods were slightly lower; 7 lbs. cloth had been inquired for, and rates were steady. Heavy makes had continued in great request. Closing quotations were Tls. 2.2.4 to to 2.2.8 for 8¼ lbs., and Tls. 1.9.4 to 1.9.6 per piece for 7 lbs. White Shirtings had been sold more freely, at lower rates however. T-Cloths of light weights had been in most favour, and values had improved 5 candereens to 1 mace per piece. Drills had been in good demand at former rates. Camlets had been in limited inquiry. Lastings had been quite neglected, Long Ells had been in good demand, and rates well supported. Spanish Stripes and Medium Cloths showed no signs of improvement.

FOOCHOW.—The following are the transactions reported during the fortnight:—4,950 pieces, 8¼ lbs, Grey Shirtings, at $3.40 to 3.50 per piece; 500 pieces, 7 lbs., Grey Shirtings, at $2.90 per piece; 1,600 pieces, 7 lbs., T-Cloths, at $2.65 to 2.75 per piece; 1,380 piculs Lead, at $11 to 11.50 per picul.

HONG KONG.—Messrs. Olyphant and Co.'s Circular contains the following:—Cotton Yarn: Former rates were fairly maintained during the early part of the interval, but latterly some concessions have been made, and sales are now difficult even at the reduced figures. Cotton Goods: Quite a number of auction sales of damaged goods have taken place, and many of the small dealers have supplied themselves thereat, while the large buyers have purchased but sparingly at private. Grey and White Shirtings, T-Cloths, Turkey Reds, and 40-yard English Drills are down 5 cents per piece. 30-yard English Drills are firm at last quotations, and holders of American Drills are demanding prices slightly over those at which former sales were made. Quotations for Jeans and Shirtings are still quite nominal. A parcel of 1,200 pieces of 40-yard Dutch Drills has been placed at $4.80. Woollens.—Scarlet Long Ells and Blankets are firm, but all other descriptions are again lower, though there are few sellers at quotations. Metals.—A good business has been done in both Nail Rod and Bar Iron on easier terms. Hoop Iron, Wire and Steel are unchanged; Lead and Tin lower; Tin Plates firm; Quicksilver weak. Considerable additions have been made to the stock of Lead. Coal.—Arrivals have been 1,700 tons English, 1,000 tons Sydney to consumers, 425 tons Sydney, and 1,700 tons Anthracite for sale. There are buyers of Welsh Coal "to arrive" at our quotations, but English and Sydney are not wanted. Sydney has been offered at $10.50 per ton without finding a buyer.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—There had been some activity in the market since the departure of last mail, and settlements were considerably more than they had been for some time previously, amounting to about 2,400 piculs, including most grades from common to fine; but consisting principally of medium and good medium sorts. The quality of the new Tea was considered to be rather poor, no musters of really fine Teas having arrived. Supplies having been equal to the demand, stocks remained unchanged. The weakness in prices advised in our last report had resulted in a decline in quotations, which will be found to be from $2 to $3 under those last quoted, viz.:—Common, $16 to 20 per picul; Good Common, $20 to 22; Medium, $22 to 24; Good Medium, $25 to 28; Fine, $30 to 31; Finest nominal, $33 to 35; Choice, $36 to 45.

SHANGHAI.—Black: Settlements in the market during the fortnight showed a considerable increase, although transhipments still formed the bulk of the business. Teamen had been anxious sellers, and all except finest teas had declined about three taels in consequence. Settlements for the fortnight, 16,000 chests; re-shipments on owners' account, 44,000 chests; stock, 111 chops, or 44,000 packages. Quotations, duty paid, exchange for credits, at 6s. 3d. per tael, and freight at £4. 10s. per ton, were:—Hohow, Common to Fine, 1s. 3½d. to 2s. 2d.; Oonam, 1s. 5d. to 2s. 3½d.; Ningchow, Fair to Extra Fine, 1s. 7½d. to 2s. 5½d.; Oopack, Fair to Good, 2s. 2d. to 2s. 3d. Green: During the early part of the fortnight the market was cleared of the 8 chops in stock, at 36½ to 41. Since then 10 more chops had arrived, of which 2 had been settled at 37 taels all round, showing a decline of 1 to 2 taels. Some Shanghai-packed Hoochow teas were also on offer, but none had been sold. Settlements for the fortnight, 8,174 half-chests; re-shipments on owners' account, 617 half-chests; stock, 8 chops, or 6,000 half-chests. The quotations were:—Gunpowder, 1s. 6d. to 3s. 10d.; Imperial, 1s. 3d. to 2s. 8d.; Young Hyson, 1s. 2d. to 2s. 10d.; Twankay, 10d. to 1s. 3d.

HANKOW.—Settlements had continued on a large scale, but prices, owing to the Foochow news, had been gradually declining, and it was considered that, except for Oonfas, a fall of about Tls. 3 had been established during the fortnight. The Chinese had shipped largely to the Shanghai market, and only 9,000 chests remained in stock. The supply of first-crop tea was estimated as being about 5 per cent. in excess of last year. The direct ships, including the Agamemnon steamer, had all left the port. Quotations were: Oopacks, medium to fine, Tls. 24.5.0 to 33.5.0, equal 1s. 9d. to 2s. 3d. per lb.; Oonams, fair to fine Oonfa, Tls. 17 to 33.2.5, equal 1s. 4d. to 2s. 3d. per lb.

KIUKIANG.—Arrivals had nearly all gone forward to Shanghai and Hankow, only 4 parcels having been settled on the spot since the previous fortnight. These settlements showed no change in rates. Quotations were:—Ningchows, fair to fine, Tls. 32 to 36. Hohows, common to fine, Tls. 22 to 34.

FOOCHOW.—Messrs. Rusden, Phipps, and Co. report as follows:—Congou:—On the arrival of the 8th May mail, Teas ranging from dust to flavoury advanced about Tls. 1 to 1½, at which large purchases were made. The first crop has now come to an end, and the musters of second crop Teas that have come down seem fully up to the average. We hear complaints of the quality of the better country Teas which have not yet arrived. Souchongs, at the beginning of the fortnight declined Tls. 2, and during the last week a further reduction of Tls. 2 has taken place. The lower grades from Tls. 22 to 26 are now rather more in demand. Pekoe: Since our last about 900 chests have been settled at very full prices. Oolongs: Large stocks are accumulating, the little business that has been done being at former rates. Scented: The scent is but slowly improving, owing to the late heavy rains. Settlements for the fortnight have been:—Congou, 49,315 chests at Tls. 8.8 to 50.8 ship off; Souchong, 12,931 chests at Tls. 20.8 to 45.8 ship off; Oolong, 785 ½-chests at Tls. 25.8 to 30.8 ship off; Scented Tea, 21,491 boxes at Tls. 9.8 to 37.3 ship off; Flowery Pekoe, 631 chests at Tls. 35.8 to 67.8 ship off. The above settlements of Congou were made at the following rates:—Dust to broken leaf kinds, Tls. 8.8 to 12.8 per picul ship off; low ordinary to common kinds, Tls. 14.8 to 20.8 per picul ship off; common to fair flavoury kinds, Tls. 22.8 to 27.8 per picul ship off; good flavoury to fine Kaisow, Tls. 29.8 to 34.8 per picul ship off; finest Kaisow (for a few small lots fancy boxes), Tls. 45.8 to 50.8 per pisul ship off.

AMOY.—Stocks had been increased to about 12,100 ½-chests Congou, and 17,200 ditto Ooloong, but the only settlements had been 1,350 boxes Congou (Contract), at $21 per picul for good common, and some few parcels Oolong, taken for shipment to England, *via* Foochow or Hong Kong, at prices that had not transpired. The quality of the Congous was

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decidedly inferior to last season's Teas, but most of the Oolongs to hand were desirable. Teamen were retaining Oolongs up country in order that they might be freed from the excess of dust.

Canton.—Settlements had again been on a limited scale, Teamen generally continuing to demand prices which buyers were unwilling to pay in view of the high rates of freight and exchange. Small parcels of both descriptions of Scented Teas had been settled at a slight reduction from former prices, but holders advanced their rates directly any disposition to purchase was shown. Two chops of country Congou had arrived.

SILK.

Yokohama.—For some time after the departure of the last mail the market for this staple was entirely closed, owing, it is believed, to some interference on the part of the native authorities. On the resumption of business the stock on the market, say 120 bales, was immediately bought up at about former rates. A few lots of new Silk had already come to hand and had realised $825 to 840 per picul; the quality of these parcels was inferior, and they were much mixed, both in colour and size. Really good hanks of the new season's crop were not expected to reach the market in quantity for fully a month. The settlements for the fortnight were estimated at 150 bales. This closed the export for the season at 12,300 bales. Silkworms' Eggs.—A few cards common quality have been brought down and obtained 4 to 8 boos; probably at least another fortnight will elapse before any quantity arrives, and there is every reason to fear that prices will rule higher than last year.

Shanghai.—Mr. Holdsworth's Circular, dated the 2nd of July, is as follows:—Immediately after the departure of the last homeward mail on 20th ultimo transactions were resumed at rates about the same as those ruling at the close of the mail. As the transactions daily increased the silkmen became firm in their demands for higher prices, and, notwithstanding the enhanced rate of Exchange, they succeeded in establishing an advance of fully Tls. 15 to 20 per picul on all classes of Silks, and the greater proportion of the settlements, estimated at 2,500 bales, have been purchased at this advance. For all good and classical Silks the Chinese are very firm in their demands for full rates, owing to the scarcity of these descriptions, it being reported that they are in less supply this year than last. It now appears true that the late unfavourable weather has caused the gathering of the second crop to be almost *nil*, but nevertheless the estimate currently given as the probable amount of silk available this season for export is fully 45,000 bales; this added to a probable export of 15,000 bales from Japan, and say 5,000 bales from Canton, with an increased European crop, should certainly lead to much lower prices than at present ruling, if any profit is to be made on shipments. Arrivals from the interior having been limited, the unsold stock is reduced to 1,000 bales. The careful manner in which the natives have thus far supplied this market with silk is worthy of note; they appear determined to avoid the mistake of former years of overstocking the market, and only bring down their stocks in sufficient quantities to meet the demand. The total receipts (as per customs' returns) from June 1, 1868, to date amount to about 6,900 bales, against 13,700 bales to same date last year; unsold stock is only 1,000 bales, against 6,000 bales last year. The quotations at the close were ruling as follows, at exchange 6s. 4d. per tael:—Tsatlee, Chop No. 1, 32s. to 32s. 6d. per lb.; ditto 2, 30s. 11d. to 31s. 5d.; ditto 3, 29s. to 30s. 11d.; ditto market 3 and 3½, 27s. 8d. to 28s. 9d.; Red Peacock and 4, 24s. 5d. to 26s. 7d.; ditto 5 and common, 21s. 9d. to 23s. 4d.; Karshing Taysaam, Chop No. 1, 24s. 11d. to 26s. 3d.; ditto 2, 23s. 4d. to 24s. 2d.; ditto 3, 21s. 9d. to 22s. 3d.; ditto 4, 5, and common, 19s. 1d. to 20s. 8d.; Chin Cum Taysaam, No. 1, none; ditto 2, 21s. 9d. to 22s. 3d.; ditto 3, 20s. 8d. to 21s. 3d.; ditto 4 and common, 19s. 1d. to 20s. 2d.; Yuenfa and Hainings, No. 1, 26s. to 27s. 1d.; ditto 2, 24s. 11d. to 25s. 6d.; ditto 3, 23s. 4d. to 23s. 11d.; ditto 4 and common, 21s. 9d. to 22s. 10d.; Hangchow Tsatlee, medium, 21s. 6d. to 22s. 3d.; Sewhings, No. 1 and 2, 20s. 2d. to 20s. 11d.; Laeyongs, 19s. 7d. to 20s. 2d.; Throwns, none; Re-reeled Hainings, 32s. 6d. to 33s. 1d. *ditto* Tsatlees, 31s. 5d. to 32s. 6d.

EXPORT OF TEA AND SILK, SEASON 1867-68.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to June 30, 1868	...	12746234	21931192	...	4857824	39535250	4613
Corresponding period last season	...	9236608	15952999	...	2805854	27995461	

Shipments Since;

June 20 per Challenger	From Shanghai	... 820,616*		
— 21 ... Gossamer	... Do.	... 1,062,899*		
— 22 ... Ada	... Foochow	... 991,171*		
— 22 ... Dilkhoosh	... Do.	... 1,104,600*		
— 25 ... Albert Victor	... Do.	... 1,161,900*		
— 25 ... White Adder	... Shanghai	... 1,271,469*		
— 25 ... Whinfell	... Do.	... 1,164,400*		
— 29 ... Agamemnon (str.)	... Do.	... 1,790,279*		
— — ... P. and O. strs.	... Canton	... 130,000*		
— — ... Messageries strs.	... Do.	... 229,360*		
July 1 ... Norham	... Foochow	... 433,294		
— — ... Diomed (str)	... Shanghai	... 1,465,318		
— 2 ... Lord Macaulay	... Foochow	... 1,211,007		
— 3 ... Chusan	... Do.	... 1,162,117		
— 4 ... Flying Spur	... Do.	... 892,900		
— — ... E. A. Oliver	... Do.	... 860,840		
— — ... Recife	... Yokohama	... 480,839		
— 10 ... Delhi (ml. str.)	... Shanghai, &c.	... —		5,092

* Included in above totals.

TO UNITED STATES.

							Pcls.
From June 1 to June 30, 1868	...	...	...	...	...	495339	20
Corresponding period last season	...	...	...	...	...	433313	

Shipments Since; None.

TO THE CONTINENT.

							Bales
From June 1 to June 30, 1868	...	...	...	...	...	None	—
Corresponding period last season	...	...	...	...	...	None	—

Shipments Since; None.

TO AUSTRALIA.

From June 1 to June 30, 1868	3,196,130 lbs.
Corresponding period last year	315,300

Shipments Since;

June 24 per Froom	From Foochow	...	232,700
— 25 ... Mobil	... Do.	...	375,300
— 25 ... Katerina Maria	... Do.	...	726,000
— 25 ... Rachel	... Do.	...	317,900
— 28 ... Canton	... Do.	...	272,647
— 28 ... Corypheus	... Do.	...	351,000
— 30 ... India	... Do.	...	160,700

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6⅝d.	4s. 7⅛d.	4s. 7⅛d.
Shanghai ,, ,, ...	6s. 2d.	6s. 2⅛d.	6s. 3d.
Canton ,, ,,	4s. 6⅝d.	4s. 7⅛d.	4s. 7⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6d.	4s. 6⅛d.	4s. 6⅛d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	316 to 318	230 to 232
,, Hong Kong	26 dis.	—
Bar silver	111·2	8 prem.
Mexican dollars	74	½ prem.

Bous, at Yokohama, 280 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 4½; Old, 22 per cent. premium.
China Gas Company, —.
Hong Kong and Whampoa Dock, New, 8; Old, 15 per cent. premium.
Union Dock Company, 17 per cent. discount.
China Traders' Insurance, 200 dols. premium.
Hotel shares, 30 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, June 15, Jung Frau; 24, Velocity, Lanercost; from Cardiff, 19, Zingara; from New York, 16, Sir F. Hersey, Kewanee; 23, Uncle Toby; from Baltimore, 21, Valley Forge.

At Shanghai.—From Liverpool, June 30, Capiolani (reported by telegram); from London, Wild Deer, Prudhoe; from Liverpool, Joseph Sprott, Jane Ferguson; from Portsmouth, Pegasus.

At Hong Kong and Canton.—From London, June 29, Jubilee; from Liverpool, July 3, Milton; from New York, 4, Witch of the Wave.

At Manila.—From Liverpool, June 30, V. del Carmen; 29, Carmencita; from Newcastle, 24, Peruvian; 25, Calypso; from Cadiz, 24, H.C.M.S. Vad-Ras.

At Singapore.—From London, July 13, Meridian; 15, Nile (str.); from Liverpool, 5, Copernicus (str.); from Cardiff, 11, Arracan; 17, Hohenzollern; from Shields, Joliba; from Glasgow, Omba; from Amsterdam, Edward and Marie (reported by telegram); from London, July 31, La Plata.

At Penang.—From Liverpool, July 1, Copernicus (str.).

At Batavia.—From London, Johanes; from Liverpool, Phaeton; from Glasgow, County of Stirling, Chili.

DEPARTURES.

From Yokohama.—For London, June 24, Recife.

From Shanghai.—For London, June 20, Challenger; 24, Gossamer; 25, White Adder, Whinfell; 24, Agamemnon; 22, Clara Bubuyan; July 2, steamer Diomed, Maitland (sailed on the 19th, but put back).

From Foochow.—For London, June 20, Eleanor; 22, Ada, Dilkhoosh; 25, Albert Victor; July 1, Norham; 3, Chusan.

From Hong Kong and Canton, &c.—For London, June 30, steamer Agamemnon; for Falmouth, July 7, Falke; for Callao, June 2, Charlotte; 8, Feiga; 1, Camillo Cavour.

From Manila.—None.

From Singapore.—For London, July 5, Mary Nicholson, Granite City; 6, steamer Diomed; via Penang, &c., 9, Orion; for Liverpool and Glasgow, Lochleven Castle; for Boston, 8, Borneo; for New York Astræa.

From Penang.—For London, July 3, Benvenue; 5, steamer Achilles via Mauritius.

VESSELS LOADING.

At Yokohama.—For London, Ory.

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At Shanghai.—For London, Cathaya, Coral Nymph, Lennox Castle, Argonaut, City of Aberdeen. Helen Nicholson, Earl Dalhousie, Star of China, Lieutenant F. Reck, Cedars.

At Foochow.—For London, Theresa, Seawfell, Aurora Australis, J. R. Worcester, Seamew, Silver Eagle, Fire Queen, Evelyn.

At Hong Kong and Canton.—For London, Dunmail, Nancy Bryson, Fusiyama.

At Manila.—For London, Abnegacion, Angela, City of London, George Avery, Jan Van Schaffelaar, Queen of the Seas, Victoria; for Liverpool, Cinco Hermanos, Patriot Queen, Robert Porter; for Cadiz, Elena.

At Singapore.—For London, Meridian, New Brunswick.

FREIGHTS AND CHARTERS.

At Yokohama.—To London: £4 per ton of 50 cubic feet. To New York: £3 5s. to £3 10s. per ton of 40 cubic feet.

At Shanghai.—The rate to London remains at £4 10s. per ton.

At Foochow.—Rates to London have declined to £3 15s. to £4 per ton.

At Hong Kong and Canton.—There has been less inquiry for tonnage, and rates for home show a slight decline—viz., £4 and £4 2s. 6d. per ton. The Circular of George Holmes estimates the number of disengaged vessels in harbour at thirteen (exclusive of Siamese), representing 8,308 tons.

At Manila.—To London: The quotations are—£4 12s. 6d. to £5; dry sugar, hemp, £5 5s.; leaf tobacco, £5 10s.

At Singapore.—The New Brunswick and the Meridian are fully engaged for London at £3 5s. per ton for dead weight and light freight; the Diomed has taken about 60 tons of tin for London at £1 per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		To.
June 27	...	Cornelis Smit	...	Batavia	...	Rotterdam
,, —	...	Hertha	...	Bangkok	...	Bremen
,, 28	...	Black Prince	...	Foochow	...	London
,, 29	...	Serica	...	Foochow	...	London
,, —	...	Moss Trooper	...	Singapore	...	London
,, —	...	Sidonie	...	Nantes	...	Saigon
,, —	...	Looling	...	Hamburg	...	China
,, —	...	Nederland & Oranje	...	Batavia	..	Rotterdam
,, —	...	Bilderdyk	...	Amsterdam	...	Batavia
,, 30	...	La Paix	...	Saigon	...	Belle Isle
July 2	...	Top Gallant	...	Cardiff	...	Shanghai
,, —	...	Wild Deer	...	London	...	Shanghai
,, —	...	Ironside	...	London	...	Hong Kong
,, —	...	Samuel Russell	...	New York	...	Hong Kong
,, 3	...	Peru	...	Hamburg	...	Shanghai
,, —	...	Copernicus	...	Rotterdam	...	Batavia
,, —	...	Sophie	...	Hamburg	...	Amoor River
,, —	...	Lucie	...	Havre	...	Hong Kong
,, 4	...	Maria Veronica	...	Amsterdam	...	Batavia
,, —	...	Willy	...	Plymouth	...	Hong Kong
,, —	...	Meridian	...	London	...	Shanghai
,, —	...	Gaucho	...	London	...	Yokohama
,, —	...	Mary	...	Sunderland	...	Hong Kong
,, 5	...	Georges	...	London	...	Shanghai
,, 6	...	Iduna	...	Rotterdam	...	Batavia
,, —	...	Hendrika	...	Rotterdam	...	Batavia
,, —	...	Jacoba	...	Amsterdam	...	Samarang

SHIPPING REPORT.

HONG KONG.

The American ship Witch of the Wave, from New York, 23rd February, reports having had light N.E. winds to the line, which was crossed on the 28th March in lon. 26 West. Had light S.E. trades and fine weather to the Cape of Good Hope, the meridian of which crossed on the 29th April in lat. 39 South; sixty-six days out. Sighted the Island of St. Paul's on May 19th; and had very light weather without any S.E. trades to Java, which was sighted on June 16th; 112 days out. Having stopped at Anjer for orders two days, cleared the Straits of Sunda on the 20th June, and passed through Gaspar Straits on the 22nd ult., and up the China Sea had moderate S.W. monsoon and fine weather to arrival; 132 days out. Spoke on the 15th of June, sixty miles South of Java Head, the American ship Franklin, Manila to New York, 45 days out. On the 21st at the entrance of Gaspar Straits all near each other, the British clipper-ships Ariel, Sir Lancelot, and Taeping, all from Foochow to London, 24 days out.

COMMERCIAL POSTSCRIPT.

Silk.—The advices by to-day's mail indicate a total export of 65,000 bales China and Japan. About 5,000 bales were engaged for this mail. The telegrams from London, of 10th June, announcing 30s. 6d. for No. 3 Tsatlees, caused considerable excitement and an advance in prices.

SHIPPING.

Arrivals not in the Tables.—Aug. 13, at Sandhamn, from Sourabaya, Sydpolen; 11, at New York, from Manila, Gaspe; 22, in the Downs, from Manila, Castleton,; 23, at Falmouth, from Rangoon, John Williamson; at Scilly, from Manila, Anne Laity.

Departures.—Aug. 22, from London, for Colombo, Star Queen; for Shanghai, Annie Fraginton; 20, from Liverpool, for Galle, Leonardo da Vinci.

Laid on.—At London, for Colombo, Granville; at Liverpool, for Singapore, Ribbleton.

Spoken.—An English barque, Penang to London, June 23, 30 S., 41 E.; Eliza Kate, Singapore to London, July 1, 33 S., 16 E.; Gladiator, Singapore to Boston, June 7, 24 S., 55 E.; Mary Warren, Manila to Liverpool, June 12 S., 67 E.; Golden Dream, Batavia to Amsterdam, June 22, 30 S., 39 E.; County of Ayr, Sourabaya to Amsterdam, June 23, 23 S., 59 E.

Casualty.—The Logan, Gibson, which sailed from Liverpool for Shanghai, Aug. 15, was abandoned on August 18, about fifty miles N. by W. of the Longships; crew picked up by the Pet, Bird, and put on board a ship bound from Calcutta to Liverpool.

Miscellaneous.—Off Ascension, July 24, Magellan, from Shanghai; at St. Helena, July 16, India, Ekdahl, from Batavia, and sailed for Bremen; 17, Lady Love, Gladstone, from Nagasaki, and sailed for Amsterdam; 18, Renown, Adams, from Colombo, and sailed for London; 24, Jupiter, Kievit, from Batavia, and sailed 25 for Amsterdam; Eleanor, Silk, from Singapore, and sailed 26 for London; off St. Helena, July 23, Alphington, from Sarawak for London.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Bland—On the 16th Aug., at Rivelyn, Prince's-park, Liverpool, the wife of James Bland, Esq., of a son.

Deacon—On the 13th Aug., at Ditchleys, Brentwood, the wife of Albert Deacon, of a daughter.

Hankey—On the 10th Aug., at Widmore, N. Bromley, Kent, the wife of Jameson Alers Hankey, Esq., of a daughter.

Levick—On the 5th Aug., at 53, Guilford-street, Russell-square, the wife of Henry Levick, Esq., Her Britannic Majesty's Packet Agent, Suez, Egypt, of a son.

McDouall—On the 26th June, at Shanghai, the wife of John McDouall, Esq., of a daughter.

Owens—On the 15th June, at Manila, Philippine Islands, the wife of Mr. Luke Owens, of a son.

Sichel—On the 14th Aug., at No. 25, Prince's-gardens, Mrs. Michael Sichel, of a daughter.

MARRIAGES.

Condamine—Jones.—On the 12th Aug., at the church of St. Peter, Bedford, by the Rev. Septimus Rolleston, rector, assisted by the Rev. J. W. Haddock, vicar of Clapham, Beds, Robert Coutart de la Condamine, Esq., of Java, to Alice Caroline, fourth daughter of Alfred Jones, Esq., of Bedford-terrace, Bedford.

Moffitt—Gordon—On the 18th Aug., at St. Luke's, Southampton, by the Rev. F. Russell, Andrew Moffit, Esq., Staff Assistant-Surgeon, to Helen Clarke, youngest daughter of the late Lieut.-General H. W. Gordon, Col.-Commandant of the 3rd Brigade, Royal Artillery.

Small—Stanford.—On the 13th Aug., at St. Mary's Church, Islington, by the Rev. John Green, Thomas Small, Esq., French Vice-Consul of Lowestoft, to Martha, relict of the late Capt. George Stanford, of Shanghai.

Vogel—Schneider.—On the 6th August, at Chemnitz, Saxony, Emil Vogel, Esq., of Hong Kong, to Anna Selina, second daughter of the Rev. Pastor Schneider.

DEATHS.

Cock—On the 27th June, at Shanghai, after a short illness, Mr. James Cock, aged 32.

Brunker—On the 1st July, at Head-quarter-house, Hong Kong, Marianne, the beloved wife of Major-General Brunker, commanding the forces in China.

FitzRoy—On the 8th July, at Nagasaki, Japan, where he had gone from Shanghai for recovery of his health. George Henry FitzRoy, Esq., aged 41, second son of the late Sir Charles and Lady Mary FitzRoy.

Forbes—On the 17th Aug., at 58, Burton-crescent, Duncan Forbes, LL.D., Professor of Oriental Languages, aged 70.

Graham—On the 7th Aug., at Workington, Captain George Graham, aged 49, many years in the China trade with Messrs. Bushby and Edwards, Liverpool.

Mossman—On the 18th Aug., at Edinburgh, Mrs. Adam Mossman, aged 79 years.

Pearson—On the 14th June, at Hongque, Mr. Frederick Pearson, aged 56 years.

LITERATURE.

The China Magazine; a Weekly Miscellany, Illustrated with Photographs. Conducted by C. Langdon Davies. Hong Kong: Noronha and Sons.—This interesting publication has now reached its twelfth number, completing the first volume. In the last few numbers there is marked progress, both in the quality of the contributions and in the excellence of the photographs, but this is only what might have been expected. The establishment of a weekly magazine of this class in such a place as Hong Kong was a bold experiment, and we had at first many misgivings as to the possibility of continuing it. It was manifest that the number of contributors must of necessity be limited, and there must have been difficulty of keeping up the supply of illustrations. These considerations must have had weight with the proprietor, for we find that in future the magazine is to be increased in size, reduced in price, and issued at longer intervals—monthly instead of weekly, we presume. It is also proposed to introduce some important improvements, which will of course be acceptable, though it is undeniably good as it stands. The sketches of travel (such as "Yokohama to San Francisco") are shrewd and observant; and the "Chronicle of Passing Events" is well compiled. The photographs are not uniformly good, but in such a climate perfection cannot be looked for. As a rule, the groups are better than the views; some in the later numbers—the "Chinese Fruitseller," "Professor Petruske and his Pupils," &c.—are very well executed. We are glad to see that the difficulties encountered have not discouraged the projector, and that the *China Magazine* is not to disappear, like the *China Punch*, at the close of the first volume. It may be obtained in London of Messrs. W. Allan and Co., and the annual subscription is two guineas.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *viâ* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the Far East.

Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, AUG. 24, 1868.

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THE P. AND O. COMPANY'S MAIL SERVICE.

We have much satisfaction in confirming the information given in our last issue with reference to the re-establishment of the Penang mail service, an item of news that will be hailed with joy in the Straits Settlements. We have already recorded the offer made by the P. and O. Company to resume it for an additional payment of £5,000 per annum, which was at first summarily rejected by the Government; subsequently however, after the usual amount of circumlocution between the Colonial-office, the Treasury, and the Post-office, an amended tender to perform the extra service for £4,000 per annum was accepted, and arrangements were accordingly entered into which will take effect with the outward mail of the 28th August. The company cannot fairly be included among the obstructors, for their original contract was framed without reference to Penang, and but for a desire to fall in with the wishes of the public, they would not have been willing to accept this reduction on their already moderate tender. The time allowed for the extra call is twenty-four hours; the outward mails, therefore, will in future reach Singapore and the China and Japan ports one day later than the date given in the present time-tables. On the homeward route the new arrangement will commence with the steamer leaving Yokohama on the 9th, Hong Kong the 15th, and Singapore the 28th of October, from which time the homeward mails will leave those ports one day earlier. The company has also decided not to take the monsoon allowance of four days between Bombay and Suez after the steamer of the 15th September, and a revised time-table will be issued accordingly.

MR. BURLINGHAME AND HIS TREATY.

In our last issue we reproduced the text of the new Treaty between China and the United States, as it was originally signed by Mr. Burlinghame and Mr. Seward. In the process of ratification by the Senate it has undergone some slight modifications, which, however, but slightly affect its general tenour. Of the nine articles, one has been expunged altogether, namely, No. 7, which recognised the principle of an unity of money and weights as important aids to civilisation. It was thought that this subject had better be reserved for future consideration. The only other alteration of any moment consists in the remodelling of the next clause (which now becomes the seventh), stipulating for mutual educational advantages. As it originally stood, this article gave to Chinese subjects admission to all American schools and colleges without any political or religious test; but it was found that in some of the institutions included in this, such tests had always been enforced, and could not well be abolished for the special benefit of Chinese scholars. So the article is now altered in such a manner that Chinese are simply placed on the same footing in regard to public education as "citizens or subjects of the most favoured nations."

According to the last advices from New York, Mr. Burlinghame and his colleagues were making a short stay with Mr. Seward prior to their departure; but before coming to this country they intended to visit Quebec and Montreal, taking Niagara on the way. It was lately announced that the Embassy would leave for England on the 19th inst., but this tour may delay their departure somewhat. In any case, however, it appears probable that Lord Stanley will have returned from Switzerland before they reach London.

COAL IN CHINA.

It is satisfactory to observe by the latest advices from North China, that a practical step is about to be taken by the English and American residents towards working the coal mines in these provinces by the improved means and appliances of European mining, so as to utilise it for steam purposes in the country. Looking at the present large and increasing fleet of merchant steamers and steam vessels of war in the China seas, the supply of coal for these alone has become a matter of great importance to the foreign traders, irrespective of the consumption on shore at the different ports. And when we consider that, with the exception of the small and inferior supply from the Japanese mines, all these steamers have to depend upon importations of coal from England, America, and Australia, it seems a most absurd anomaly that this necessary article of fuel should be brought from places 7,000 and 15,000 miles distant, while it is to be found abundantly on the spot. Not only is this the case, but there is every indication of China being one of the greatest undeveloped coal regions in the world. From native accounts, and the descriptions of foreign travellers, we know that coal has been found and used by the inhabitants throughout every province in China. At the same time, the inefficient means used in working the mines; the abandonment of those where fire-damp has appeared, or the workings become flooded; and the absence of encouragement by the authorities, if not their prohibition to work the mines—have from time immemorial prevented any development of mining enterprise. From these data we may conclude that the richest coal seams of China are untouched, and that these are of extensive formation.

Of the coal mines open and yielding profitable returns, those at Chai-tang, to the westward of Peking, which supply that city with this kind of fuel, are best known to Europeans; having been described by the British Consul at Tientsin, and also by Mr. Michie, in his narrative of a journey from Peking to Petersburg." This mine, however, has been recently visited, for the third time, by Mr. Henderson, of Tientsin, with the view of making arrangements for facilitating the transport of the coal to the port of shipment. At present it has to be conveyed over the greater portion of the distance by mules, and owing to this wretched mode of transit it cannot be sold in Tientsin to pay a moderate profit under 12 taels per ton, while at the pit's mouth it costs but one tael. This places it about on a par as regards price with the best English coal; and it is only by making either a rail or tramway, or a good waggon-road, that this enormous cost can be reduced to something like a reasonable figure. Apart from political difficulties—which alone would be insuperable if the Burlinghame treaty were to be accepted as it stands by the European Powers—the natural obstacles to the construction of a regular railway appear to be very great, for a considerable portion of the route is through a rocky country, where much tunnelling would be requisite. Mr. Henderson therefore devoted his energies to the more feasible plan of getting a good cart road constructed, by which he calculated that the cost of transit would be diminished at least 25 per cent.; and in the event of the Chinese Government being unwilling to do this at their own cost, he was prepared, with the aid of some Shanghai merchants interested in the coal trade, to undertake the expense of it on receiving permission to do so; for which permission he made due application through Mr. Wade to the Tsong-li Yamen, being supported also in his request by the British Minister. At first all seemed favourable; the local Mandarins, when visited by Mr. Henderson, freely admitted that the proposed road and the development of the mines would be beneficial to the district, and the owners of the mines addressed Mr. Henderson, strongly urging him to persevere in his endeavours. Meanwhile, a commission deputed by the Tsong-li Yamen was sitting to consider Mr. Henderson's proposal; and when its decision was given, it proved to be most unreasonably hostile. He was enjoined to abandon all hope that the Imperial Government would either make a road, or permit others to make it. The obstacles alleged were, firstly, that the engineering difficulties were too great (which need not have troubled the Chinese, seeing that foreigners were willing to take the risk); secondly, that the local popular feeling was adverse, which Mr. Henderson's own personal observations proved to be untrue; and, thirdly, that the "Feng-shui" interfered—this being as foolish an

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objection as the first two were false. This road question, although a very important one in itself, is still a small affair in comparison with all that we have a right to expect on the revision of the Treaty; but its result shows very plainly the determination of the Chinese Government to concede no demand, however reasonable, unless under compulsion. After all, it is perhaps as well that this disposition has been so clearly manifested just now; it will teach us the true meaning of Mr. Burlinghame's deceitful utterances. It is thus that "China asks to be left free to unfold herself;" this is how "China does not wait to be approached, but comes out and extends to us her hand." Doubtless Mr. Burlinghame, when the case is brought to his notice, will find some unctuous platitudes with which to justify his employers; and perhaps he will then coolly ask the English nation, as he asked his own countrymen, "What complaints have we to make against China?" To which we may reply that they are too numerous to mention, but the last, and by no means the least, is that she has inflicted upon us—Mr. Burlinghame.

To return however to our text—Coal in China. According to a report on the quality of some of the Chai-tang coal lately tried by local steamers, it is equal in steaming power to Newcastle coal, and even superior to it in some respects, such as producing less smoke and less ash. For the present, however, we must look upon the Chai-tang project as a failure, but this does not apply to other mines in China situated more conveniently, and at shorter distances from the ports of shipment. We learn that at Chinkiang there are indications of good coal seams in the environs of that port, as well as in the vicinity of Kelung, in Formosa. It would be more judicious for the first attempts at foreign coal mining in China to be made at such places where it would be possible to furnish coal at from thirty to fifty per cent. below the cost of English coal. At present there is a considerable number of sailing vessels employed in the coal trade to China, and it would be damaging that interest without an equivalent in cheap Chinese coal, if the native article could not be produced at less than foreign coal. These however appear to be only preliminary steps, which may undergo considerable modification before the initiatory process is commenced practically. The mercantile community interested in steam shipping are so far greatly indebted to Her Majesty's Consuls at Tientsin, Chinkiang, and Kelung for their able reports upon the coal mining industry carried on in their districts, and to Mr. Henderson for his energetic attempts to make the Chai-tang mines available. Of course the ultimate result depends upon the terms on which foreigners will be allowed to work the mines under the authority of the Chinese Government. From the report referred to we have already learned that the British Minister at Peking is favourable to the project; and as even the ultra-Conservative Tseng-kwo-fan is disposed to look favourably on this branch of enterprise, we may still hope that a clause will be introduced into the Treaty bearing on this point when it comes under revision.

THE COLONIAL SOCIETY.

A few weeks since we chronicled a meeting of gentlemen interested in the various British colonies, held for the purpose of forming an Association for mutual support, and for the development of the interests of those dependencies, under the title of The Colonial Society. A provisional committee was then appointed to take the requisite preliminary steps for forming the Society, and their Report was presented at a second meeting held on the 11th inst., at Willis's Rooms. Its character appears most satisfactory, and the new Society has every prospect of soon commencing a career of usefulness. Lord Bury was elected President; the Duke of Manchester, the Marquis of Normanby, Lord Lytton, Lord Milton, Sir S. Northcote, and Mr. Chichester Fortescue, Vice-Presidents; and the Council includes other influential names. Fellows of the Society will pay (on election) an entrance fee of £3, and the annual subscription will be £2; but the subscription may be compounded for by a single payment of £20. We have already explained the general features of the Association and the chief objects with which it has been started; it is only necessary to add that a rule has been introduced to the effect that "no paper shall be "read, nor any discussion be permitted to take place tending "to give to the society a political or party character." This regulation, while in no way restricting the beneficial influence it is sure to exercise on Colonial interests, will prevent the Institution being used for party purposes, and enable persons of all shades of political opinion to join in promoting the general welfare of our numerous dependencies.

NEW LINES OF TELEGRAPH.

The completion of a continuous line of electric communication between Europe, America, and China can no longer be considered a dream of the remote future; in fact there are indications that it may be accomplished at no very distant date. Not that any great progress is being made by the eastward route. Certainly, the new cable of the Anglo-Mediterranean Company will be laid in the course of next month, and after this, it is stated, the construction of a new Red Sea cable will at once be commenced; each of these will be a step towards China, and every link thus gained is something towards the long chain required. But in this direction our aspirations hardly extend, for the present, beyond a rapid and reliable line as far as Galle. It is to the Western route, perhaps, after all, that we shall have to look for the full realisation of our wishes. The problem of an Atlantic cable having been solved, why not a Pacific cable as well? This, laid from San Francisco to Japan and China, would at once place both England and America in direct communication with those countries; and a project is actually on foot for laying such a cable *via* the Aleutian Islands. The success of the new Franco-American Cable is doubted by no one, although it consists of a far greater length of wire than even our own Atlantic cables; and it is hardly too much to say that its completion will be the sure precursor of a similar one across the Pacific. In the meanwhile, it seems likely that the company already formed to connect the various ports on the China coast will have carried that scheme into effect, having been reorganised under a highly influential direction.

A JAPANESE PARLIAMENTARY DEBATE.

An interesting report has been published of a discussion in the Japanese House of Assembly at Kioto, on the subject of the colonisation of Yesso, in which island there are immense tracts of land very thinly populated, while others lie entirely waste, though capable of reclamation. The report, which is said to be translated from the eighth number of the *Kioto Government Gazette*, gives the opinions expressed by various Daimios and high officials as to the best means of reclaiming and peopling these districts. Most of them were brief and to the point; while those members who had formed no opinion on the question, or did not think themselves competent to discuss it, said so with remarkable candour. Two Princes—Nakane Sekko (Echizen) and Inouye Iwami (Satsuma) delivered their opinions in writing. The former urges the necessity of appointing an officer as Governor who takes a real interest in the northern island, and who would be prepared to devote his entire life and energies to the work. Satsuma, in his communication, lays great stress on the advantage of supplementing human labour by machinery, and being asked by the Government for a further elucidation of his plan, writes a second memorial (published in the tenth number of the *Gazette*) in which he recommends the use of steam machinery both for manufacturing and agricultural purposes; and at the same time points out that as its introduction will take some time, water-power should be availed of wherever it exists, instead of obstacles being interposed, as at present, in the way of persons who wished to erect water-wheels &c. The same number of the *Gazette* contains a formal approval of these sensible suggestions, which are to be carried forthwith into effect. We have repeatedly pointed out the immense benefit that must accrue to the country from the accession of such enlightened Princes as Satsuma and Echizen to a share in the Government; and here we have most satisfactory evidence of the justice of these anticipations.

The steamer *Japan* sailed from San Francisco on the 3rd inst. for Yokohama with 272 passengers, a cargo valued at $90,000, and specie to the amount of $878,000. Mr. J. Ross Browne, the new American Minister to China, was among the passengers.

It is officially announced that the Duke of Buckingham, Secretary for the Colonies, has appointed the Rev. Julian Moreton, at present chaplain of Labuan, to be colonial chaplain of Penang.

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Continental Intelligence.

NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Aug. 16.

According to annual custom the official tables of the trade and navigation of this port for the year 1867 have been published by the Board of Trade, and are made up with their usual perspicuity of detail. It continues to be a matter of great regret that this valuable work, compiled with such a vast amount of exactness and labour, should again be defective in one of the most important branches of the local trade, I mean the exports, about which it is totally silent, and on previous occasions I have explained to your readers the motives assigned, which are, that in the absence of any custom house duties merchants are not required to make any declaration of their shipments, and thus the authorities are deprived of all means of ascertaining the extent and value of any one single article of export as well as of the country to which shipped.

As regards the imports, they exceed both in quantity and value those of any previous year on record, and even show a considerable increase over the next best year, which was the previous one of 1866. Thus in weight they amounted to 50,637,887 centners of 50 kilogrammes each, against 47,269,932 centners in 1866; and the value is given at 819,316,060 marks Banco, against only 779,088,010 marks Banco in the previous year.

With regard to the navigation, the total number of vessels that arrived in the port of Hamburg in 1867 was 5,055, against 5,185 in the previous year, but there is a considerable increase in the amount of tonnage; for whereas in 1866 they contained 599,077 Hamburg commercial lasts of three tons each, in 1867 they had risen to 636,037 lasts, showing an increase of 36,114 lasts, or 108,342 English tons. Of the total number, 568 vessels, with a tonnage of 99,929 lasts, came from transatlantic places, being 10,000 lasts more than in 1866. Among the outward-bound vessels the number was not so great as in the previous year, being 5,071 against 5,210 in 1866, but there is a considerable increase in the tonnage; for whereas in 1866 it amounted to 592,250 lasts, it had risen in 1867 to 637,583, showing an increase of 45,333 lasts, or 135,999 tons, which proves that the use of larger vessels is gradually making its way. As the ships exhibit a larger tonnage, there is also a corresponding increase in the number of hands employed in them; in 1866 the vessels that arrived were manned by 61,194 men, and those that sailed by 61,198, whilst for 1867 the numbers were respectively 63,858 and 63,862.

With special reference to the navigation with the Far East, these tables show among the arrivals nine vessels of 1,379 lasts from China, being two more than in 1866; two from Manila, four from Netherlands East India, and twenty-two from Akyab, Bassein, Rangoon, and Singapore. Among the departures were eighteen vessels of 3,054 lasts to China (fourteen to Hong Kong, one to Hong Kong and Shanghai, and three to Shanghai), being eight more than in 1866; one to Japan, two to Manila, five to Netherlands India, one to Bangkok, and five to Singapore; besides which were two to Nicolayefsk, one to the Navigators' Island, one to Honolulu, and two to Australia.

In my next letter I propose to give your readers a few extracts from the tables.

We learn from St. Petersburg that out of the sum about to be paid to Russia for the sale of her territory in America to the United States, four millions of roubles will be given to the Russian American Company as an indemity for the loss of their trade. This is considered so favourable—and indeed it is by far the best stroke of business they ever made—that the shares in the company, issued originally at 150 roubles each, and never sold above par, have risen to 310 roubles.

Dr. Petermann, of Gotha, has received the first accounts of his North Pole Expedition (which sailed on the 24th May), sent home by a whaler, the dates reaching to the 20th of June, all well. The Germania had made the coast of Greenland off Sabine Island, but got fast in the ice and was drifted down with it three degrees of latitude. The little vessel behaved like a trump, and Captain Coldewey writes in high spirits and full of hope for the success of his undertaking. Whilst locked up in the ice they shot six Polar bears, which gave them a supply of fresh meat and warm wrappers, to say nothing of a good stock of bear's grease. Though still among the ice the weather was fine and the thermometer had not been below the freezing point. When the letter was closed the vessel was in 73 deg. 20 sec. N. lat., and 16 deg. 18 sec. W. longitude.

SHIPPING.

ARRIVED.—San Francisco, from Akyab (10,000 bags rice); George Shotton, for Saigon; Victoria, for Rangoon (8,770 bags rice); Spartan, for Bangkok (7,310 bags rice).

SAILED.—Elise, to Macassar and Hong Kong.

The Leopold, Hamburg brig, 273 tons, last from China, has been sold by auction in this city for 15,000 marks Banco.

ARRIVALS AT BREMEN.—Bonnie Lassie, from Bangkok (15,520 bags rice); St. Vincent, from Calcutta (10,132 bags rice); Fetisch, from Saigon (16,875 bags rice); Fairy, from Bangkok (9,393 bags rice).

HOLLAND.

ROTTERDAM, August 16.

A letter from Java, published a few days ago by the *Nieuwe Rotterdamsche Courant*, has caused much sensation in our political circles, not only by its description of the actual condition of our East India colonies, but more especially because the necessity is urged that the Government should be authorised, as in 1816, to send one or more commissaries-general to India, with authority to assume the Government. As this letter had not been received directly by the paper, a great number of conjectures have been made respecting the person to whom it was addressed. The general opinion inclines to the belief that an ex-Minister, who once desired eagerly to be appointed Governor-General, and who is, according to the last Java paper, much liked in India, is the author. It is not very probable that our Government will follow the counsel of the letter-writer, Mr. E. de Waal not being a friend to the introduction of measures on behalf of India, for which reason his appointment was viewed with satisfaction there. Some of the papers have called him to account for not making more haste to lay the India budget for 1869 before the members. A delay of some months has been caused, and the only excuse is that the rooms of the Second Chamber of the States-General are to be restored, so that the members cannot meet before the end of September, when the session will be closed.

Mr. Roest van Limburg still holds the Portfolio for Foreign Affairs, but declines to be appointed as definitive Minister. According to the *Handelsblad* the Cabinet has succeeded in finding another Minister for the post, but the name of this statesman has not yet transpired.

All the Ministerial Departments are busy with making up the several budgets. It is ascertained that many reductions will be made. The number of functionaries will be decreased largely—in the Colonial Department alone not less than eleven out of fifty will be pensioned, and the vacant places will not be refilled. For the budget of the War Department no credit will be claimed in behalf of camps, and a great many of the corps tirailleurs will be abolished. The reduction in the Marine budget is said to be of great importance, likewise that to be made on the budget of the Home Department. On the other side, the Minister of the Finances will propose some measures to decrease the revenues of the State. In the first place, it is rumoured, he will introduce a uniform penny-postage, and secondly, he wishes either to decrease or to entirely abolish the paper-stamp duty.

A provincial paper calls attention to the festivals to be held at Batavia next year to celebrate the jubilee of the establishment of Batavia, and suggests the advisability of celebrating the event in the mother-country by a national festival.

The prospectus has been issued of a company for the cultivation of silkworms. Messrs. L. C. E. E. Fock and M. Wolff, at Amersfoort, suggest that a capital of 150,000f. be subscribed for by three hundred shareholders. In the first three years only 15 per cent. of this capital will be required, and the managers will then meet with the shareholders to decide if the results are satisfactory enough to continue operations. Dr. Fock says that he has been occupied for some time with the cultivation of silkworms, that his costs for mulberry trees were 1,200f., whilst his worms produced 70 kilo silk, which were valued at 40f. per kilo, representing an amount of 2,800f., or 133⅓ per cent. profit. He hopes that this result will induce the public to subscribe the required capital.

The King remains in Switzerland; his return is expected shortly. I regret having to state that her Majesty the Queen is suffering from fever.

The heat is still very intense; and throughout the whole country there is a great want of water. The crop of grain is very satisfactory, but there is little food for cattle, so that great fears are felt for the prospects of the forthcoming winter.

It has created much astonishment that our principal review, *De Gids*, contained in its last number an article upon India, written by a liberal ex India functionary, Mr. H. van Alphen. It is a plea in favour of the culture system, and Mr. Van Alphen is of opinion that the Netherlands cannot exist without the millions produced by a system which must be condemned by everyone.

Messrs. Van Zeylen and Decker are laying up the colossal vessel *Utrecht*, which is bound for Batavia. This ship, launched some weeks ago, measures 2,000 tons and is especially designed like the *Gravenhage*, to carry passengers to Java. H.M. steamer *Djambi*, commander Captain-Lieutenant J. E. Buys, will sail on the 1st September for Java.

The official paper, the *Staats Courant*, publishes a Royal decree by which the honorary title of Minister-Resident is granted to Mr. D. de Graeff van Polsbroek, Consul-General and political agent in Japan.

PRODUCE MARKETS.

COFFEE.—The Trading Company has announced that its next auction will be held on the 18th, when 125,900 b. Java, Padang, and Menado will be offered. The market is very dull and inactive, and the transactions only include 596 b. Padang, ex Peking; 700 b. Java, ex Nereus; 480 do., ex Ortelius. Stock on the 1st inst., 607,600 b., against 525,500 b. in 1867.

RAW SUGAR.—There is some demand, and several parcels have changed hands—viz., 400 mats Samarang, ex Vyf Vrienden, No. 14¾, at 33¾f.; 236 mats Sourabaya, ex Clio, No. 14, 32¾f.; 389 do., ex Maria Regina, No. 14, and 542 do., ex do., No. 8 14, at ¾f. under July; 365 mats Samarang, ex Clio, No. 15¼, at 33¾f.; 976 do. do., ex Anna Sophia, No. 14, at 32f.; 618 do., ex do., No. 8¼. 29f.; 1,065 mats Passaroeang, ex Fagel, No. 16½, at 1f. under July; 925 do. Sourabaya, ex Catharina

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Elisabeth, No. 13¾, at 33f.; 694 mats Probolingo, ex Imperator Alexander II., No. 8, at 28½f.; 386 do. Sourabaya, ex Ellen, No. 12½, at 32½f.; 549 mats Sourabaya, No. 18, ex Anna and Sophia, at 34½f. The total stock of raw sugar in bond was, on the 1st inst., 45,618,584 kilo. The unsold stock of the Trading Company, 34,676 mats, against 31,325 mats in 1867.

Rice.—The market is more inactive. The few transactions include 605 b. Java, ex Jacoba, at 9½f.; 1,751 b. ditto, per Emilie, 1,046 b. ditto floating, per Maarten van Rossem, at 8¾f.; and 1,153 b. Java, ex Samarang, at 7½f.

Spices.—In waiting for the auction on the 27th the market is inactive. The Trading Company will offer then its whole stock, viz., 1,780 casks nutmegs, 550 casks mace, 250 casks cloves, and 1,812 b. pepper.

Tobacco.—The trade is inspecting the quantity of 8,505 b., which will be offered on the 16th inst. The stock is 23,955 b. Java. The stock of Manila is totally exhausted.

Manila Cigars.—There is no stock of Cortados, whilst Habanos of 1866 may be bought cheaper.

Drugs.—The Trading Company announces its auction for the 25th inst, when the following quantities will be sold: 50 Colli Gummi Elasticum, 80,000 kilo. Gutta Percha, 109 ch. Gummi Damar, 43,000 kilo. Gutta Percha, 60 ch. Gummi Damar. Camphor firm at 80c., but buyers decline to operate. Cubebs: 154 b. damaged, ex Golden Age, were sold at 18½c. to 22c. Long pepper is sold at 16c. Preserved ginger 70c. to 80c.

Rattans.—The Trading Compary sold in auction 52,750 bundles equal to 7,233 piculs. 1,458 bundles Borneo were paid with 9f. to f.10.30; 3,700 ditto Banjermassing, f.8.90; 3,523 b. Padang, at f.11.50 to f.14.50; 928 b. Koetie, at f.7.10; 18,788 b., f.6.50 to f.10.50; 2,896 b. Banjermassing, f.8.50; 4,940 b. Padang, f.14.70 to f.16.90. The whole quantity was sold, besides the following parcels: 190 pic. ex Nieuwland; 116 pic. ex Samarang. 175 pic. ex Nereus; 115 pic. ex Maria Diederika; 55 pic. ex Willem Kroonprins der Nederlenden; 150 pic. ex Leopold Graaf van Limburg Stirum.

Indigo.—The market is very firm, but the stock is unimportant. 300 chests lately arrived will be soon in the market.

Hides.—500 pieces Sourabaya Rinder, ex Staatsraad Van Ewyck, were sold by inscription.

Banca Tin.—Nominal at 54¾f. to 54½f. Billiton, 53½f.

MONETARY AND COMMERCIAL.

The appearance of the market for public securities is more favourable, but the business is principally confined to foreign stocks, which are in consequence decidedly firmer. The supply of money is so abundant, that it must keep the prices of stocks and shares at a full point. The demand for money at the Bank is not very active, nor in the open market have the operations been very extensive.

Dutch Two-and-a-Half per Cents., 57⅛; Three per Cents., 66⅜; Four per Cents., 88½. Trading Company, 131.

Exchange.—London, 3 mo., f.11.84½; 2 mo., f.11.86; short, f.11.91. Paris, 3 mo., f.47.05; 2 mo., f.47.12½; short, f.47.35. Hambro', 3 mo. f.34.92½; 2 mo., f.34.97½; short, f.35.10.

SHIPPING INTELLIGENCE.

Arrivals.—July 19, at Brouwershaven, from Batavia, Triton, Leopold graaf van Limburg Stirum, Johanna Antonia; 20, at Texel, from Batavia, H.M. steamer Java; 21, at Brouwershaven, from Banjoewangie, Tonia; from Batavia, Schiedam; 25, at Brouwershaven, from Batavia, Bezoekie; 27, at Texel, from Batavia, Electra; at Brouwershaven, from Banjoewangie, Marie; 28, at Brouwershaven, from Batavia, Nieuwe Waterweg II.; at Flushing, from Batavia, Batavia; 29, at Texel, from Batavia, Gerard Pieter Servatius, Maria Adolphina; from Banjoewangie, Fagel; 30, at Brouwershaven, from Banjoewangie, Vyf Vrienden; at Texel, from Samarang, Ellen; from Banjoewangie, Anna Maria; 31, at Brouwershaven, from Batavia, Jacoba, Cornelis Wernard Edward; at Texel, from Batavia, Cornelia, Clio, Kanagawa; from Banjoewangie, Maria Regina, Schelde, Anna and Sophia, Bantam; from Sourabaya, Catharina Elizabeth; August 1, at Texel, from Banjoewangie, Josephina Bernardina; from Samarang, den Elshout; 3, at Brouwershaven, from Batavia, Emilie; 5, at Texel, from Batavia, Francina Wilhelmina; from Banjoewangie, Christina Maria; 6, at Texel, from Batavia, Meppel; 7, at Brouwershaven, from Batavia, Nestor; at Texel, from Batavia, Caroline; 8, at Brouwershaven, from Batavia, Geertruida Maria; from Banjoewangie, Cornelia Hendrika; at Hellevoet, from Sourabaya, Emma; at Texel, from Batavia, Impe, rator Alexander II, Jessie Ann, Herman de Ruiter; from Macassar, Hollandia; from Sourabaya, Boonerges, Vrede; 9, at Brouwershaven-from Padang, Grootmeester Nationaal; from Banjoewangie, Burgemeester van Middelburg; at Texel, from Batavia, Vice-Admiral May.

Departures.—July 16, from Hellevoet, for Hong Kong, Catharina; 18, from Texel, for Batavia, Batavia; 22, from Brouwershaven, for Batavia, Hebe; for Macassar, Neerlands Vlag; from Texel, for Batavia, Zeenymph; 23, from Texel, for Japan, H.M. steamer Marnix; 28, from Brouwershaven, for Batavia (via the coast of Guinea), J. C. Schotel; 29, from Texel, for Batavia, Jacob Roggeveen; August 1, from Brouwershaven, for Batavia, Doelwyk; 10, from Brouwershaven, for Sourabaya, Madura; from Hellevoet, for Hong Kong, Vesta; from Texel, for Samarang, Henrietta, Aria and Betsy.

PASSENGERS.

Passengers Outward.—For Java, per Sarah Maria, Messrs. van Vollenhoven and family, Van Houten, Palm, and Miss Boon; per Zeenymph, Messrs. Schuler and family, Heine and family, A. Muller, J. Varkevisser, W. Plump. For Java, per Doelwyck, Messrs. E. C. E. Happe and family, H. L. de Wilde and family, G. W. D. te Niet and family, Roque and Lans; per Lichstraal, Captain H. Thorig, Lieuts. C. E. Sepp, E. A. C. van Hallenburgh and 150 men.

Passengers Inward.—From Java, per Triton, Messrs. Seelig and family, Beus and family, Mrs. Denninghoff, Mrs. Anemaet, Mrs. Muller, Miss Scharp, Miss Gely, Miss Hing, Messrs. Hoos, Krook van Harpen, Tiedeman; per Graaf van Limburg Stirum, Mrs. Draanon and family; per Tonia, Mrs. Cohen Stuart and family; per Schiedam, Messrs. W. Bakhuis and family, Lawsons, Toerangs, Miss B. van der Meede, and Miss J. van der Palm; per Bezoeki, Messrs. T. Cats and family, G. A. Vermuth; per Electra, Messrs. J. Oberschofheeden, F. G. Degent and family, van Krieken and family, J. Walland and family, A. Engelenburg, Mrs. Foreman and family, Mrs. Jongman, Mrs. Bosse, and Miss M. G. Menleman; per Marie, Messrs. A. H. G. Blokzeyl, Valkenaar and family, A. Roozenraad and family, E. Arundell and family; per Nieuwe Waterweg II., Mrs. F. Kalden; per Maria Adolfina, Messrs. Alung Siburg and family, Max and family; per Gerard Pieter Servatius, Messrs. H. von Schmidt and Altenstadt, Cochius and daughter, Bordewyk and family, Reincke, W. O. Berg, Althan and daughter, Frankemont; per Cornelia, Mr. L. Bakker; per Anna and Sophia, Messrs. P. Krayenhof van de Leur, W. T. Wesseling, J. Prins and family, L. Tyl; per Vyf Vrienden, Messrs. A. Dufriche, R. Duchateau and family, van Maanen and family; per Cornelia, Mr. L. Bakker; per Cornelis Wernard Eduard, Messrs. G. van Beest, Holle and family, Perie and family, Ader and family, van Eys and family, G. Kolff and family, D. van den Steen, Miss Linden, Messrs. L. and A. van Dolder, Ed. Kruysboom, F. van der Plas; per Nestor, Messrs. Jeckel and family, Jorritsma and family, Ketjen and family, Mrs. Caron and family; per Herman de Ruiter, Mrs. Noel and family; per Hollandia, Mr. L. H. van Dinstree; per Geertruida, Messrs. J. F. L. le Roy, C. van Nievelt; per Vice-Admiraal May, Messrs. Op de Lacy, Cornelissen, Doorman, Zimmer and family, Ekris, F. Meyer, A. van der Hoeven; per Grootmeester Nationaal, Mr. Schoggers and family, and Mr. Peters.

Rotterdam, Aug. 18.

Rumours are circulating in the Hague to the effect that the Minister of the Colonial Department, Mr. E. de Waal, intends to resign, and that his place will be taken by Mr. Mirandolle, one of the editors of the *Tydschrift voor Nederlandsch Indie*. Although I cannot with certainty declare this rumour to be true, I have reason to believe that it is well founded. Of course this news will be received with delight in India.

How bountiful the late Cabinet was in its gifts of orders is now proved by the fact that the credit of f.2,000 which was granted, was not sufficient. This sum is not only totally exhausted in behalf of the insignia, but a further amount of f.2,643.60 is asked for to cover the deficit.

According to the *Handelsblad* the rank of medical officers, 3rd class, is to be abolished both in the army and navy. This measure will take effect in the navy very shortly.

The illness of H.M. the Queen is abating.

There is no commercial news except that 1,047 b. Java coffee, ex *Leopold graaf van Limburg Stirum*, sold at 41c. Trade is in general very dull.

SHIPPING INTELLIGENCE.

Arrivals.—Aug. 11, at Texel, from Banjoewangie, Holland; from Probolingo, Laura and Adele; 13, at Texel, from Passaroeang, Garibaldi.

Departures.—Aug. 11, from Brouwershaven, for Melbourne, Nederland; 13, from Hellevoet, for Macassar, Candati.

THE CHINESE IN CALIFORNIA.

The following remarks on the condition of the Chinese emigrants in California are abbreviated from the special correspondent of the *Standard*. We believe the description is by no means an exaggerated one, and it shows the absolute necessity that existed for some extensive measure of reform in the legislation regarding Asiatic immigrants.

"Among the reconstruction measures of the Fortieth Congress the public have not yet learned to place the treaty just concluded with China. It is true it has no reference to the black man, and only the most indirect interest for the South at present, as the number of coolies there is very small, and the experiment of the Louisiana planters has not been satisfactory enough to prove contagious. But the negro of the Pacific coast is the Chinaman, in all save the absolute condition of servitude, and the treaty which Mr. Burlinghame has effected overrules the last and the worst instance, in the history of the Free States, of class legislation based on a tacit denial of human equality. The laws of California relating to the Chinese are only to be compared with Carolina legislation concerning the free people of colour, and they owe their origin to undisguised selfishness and fear of competition in industry, or rather in gain, since it was at the mines that the indefatigable and economical Chinese first displayed their admirable powers of acquisition. The result has been, inevitably, that the actual treatment of the Chinese has been far worse than the legislation that discriminates against them, and which, for instance, prohibits their testifying in court against a white man, holding real estate, &c. Under this general branding of inferiority, the mean, the brutal, the unscrupulous, have cuffed and defrauded the poor Asiatics without let or hindrance, and with the full connivance of the police; while the victims, who in meekness and long-suffering closely resemble the Africans, have peacefully pursued their innumerable avocations, and have overcome for the Pacific Railroad the most formidable physical obstacles to its construction. Their immigration has been as providential for the Western Coast as that of the Irish, in days gone by, for the Eastern; but except as furnishing labour when most needed for the development of a new country, there is a vast difference between these opposite accessions to the population of America.

"The California statutes now abrogated by the Chinaman being put on the footing of the most favoured nationality, have a shadow of excuse in the apprehension with which men regarded the introduction of

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so novel an element into the body politic. . . . So exceptional a class was likely to be subjected to exceptional legislation; but the stringency of the laws, combined with the system of coolie immigration, aggravated the original evil, and kept away the better sort of Chinese, whom it is to be hoped the treaty will now tempt across, as *bonâ fide* settlers. The number of Chinese on the Pacific coast is estimated at 50,000, of whom San Francisco has at least a third. Among these are some women, but I do not know the proportion—not enough, I fear, to keep them from being mostly prostitutes; indeed, shiploads have been imported for that purpose. Elsewhere, in Cuba, for example, among 35,000 coolies, there is not one woman for every thousand men, and the frightful immorality which this suggests is in danger of being engendered in California.

"Perhaps I should say was in danger. The treaty offers every inducement for the voluntary emigration of families, and the most important provision, after the equal protection of the laws, is that which admits the Chinese youth to the educational privileges of this country. This is undoubtedly the first and greatest step towards denationalisation and permanent residence, and it is only through this instrumentality that the problem of absorbing the Chinese as American citizens becomes capable of solution, like the German problem. By this means, or our theory of government is good only for Caucasians, the Chinaman may in two or three generations take his place, and with respect, on the jury, at the bar, and in any office within the reach of talent and popularity. . . . Then in religion, we shall have what we now have, toleration of pagan idolatry in the midst of a Christian community, with perhaps the Greek Church side by side with the Catholic. The modest figure of 1,000 Chinese immigrants a month—immigrants and no longer coolies—will soon be exchanged for some significant figure per week or per day, and though the nucleus will probably always be on the Pacific coast, as that of the Irish is on the Atlantic, we may expect to meet them in all parts of our domain, and to treat them as human, if not as civilised beings."

ANGLO-MEDITERRANEAN TELEGRAPH (LIMITED).

A general meeting of this company was held last week at the offices, Palmerston-buildings, Bishopsgate-street; Lord W. Hay, M.P., in the chair.

The Chairman having moved the adoption of the report, Sir J. Anderson seconded the motion, and it was carried unanimously.

The Chairman then said he had to bring before them the arrangement proposed to be entered into with the Lords of the Treasury with reference to the shore line between Malta and Alexandria. The original intention of the company was that this line, which was in rather a dilapidated condition, should be picked up by the Telegraph Construction Company, and this company undertook to pay to the Government for discontinuing the use of that line a sum of £2,000 for fourteen years. They considered it desirable, if possible, to utilise this line. The arrangement which had been come to with the Treasury would allow the company to use it as a duplicate line, which would give them two strings to the bow. The great obstacle in the way of concluding this arrangement was the possibility of having to repair the line at unseasonable times; but the Lords of the Treasury had consented to an arrangement that they should only have to repair it in convenient seasons. The payment for the use of the line was to be a *minimum* of £2,000 a year, rising to a *maximum* of £5,000 a year, after paying 10 per cent. to the shareholders and 10 per cent. for reserve fund, in exchange for which payments they would receive, in the first place, a duplicate line, and in the second valuable stores at Malta, and the benefit of very considerable local traffic, which had hitherto amounted to £4,000 a year, a sum sufficient to pay the expenses of the line.—The Solicitor having read the heads of the arrangements,

The Chairman moved a formal resolution approving the heads of arrangement, which was carried unanimously.

The Chairman then stated that a portion of the cable would leave on the 1st of September in the ship *Chiltern*, and there was every reason to believe that the line would be laid before the middle of next month. With regard to the Susa and Modica line, it was now in working order, and on the 1st of September next a reduced tariff—namely, from 50s., as proposed in the prospectus, to 30s.—between this and Alexandria would come into operation. They all knew that it would be of immense benefit to the company's line if it were extended to India. Every person, whether engaged in commerce or politics, who had turned his attention to the subject, admitted that it was not only desirable, but indispensably necessary. Therefore, there was every reason to hope that it would be accomplished before long. He had no doubt that it would pay extremely well. The moment they had a thoroughly reliable line between this and India—a line independent of a Power like Russia—there was almost a certainty that other lines would be formed, connecting India with China, Australia, and other places. About 90 per cent. of the telegraphic messages came now from Bombay, from Calcutta, and from Galle—that was about 30 per cent. from Calcutta, 40 per cent. from Bombay, and 21 per cent. from Galle, which 21 per cent. represented the messages which now came from India and China by the steamers. If this line were made to Bombay, and other lines were extended to those places, there was no doubt that the percentage would be enormously increased, and would flow into the line made to Bombay.

Captain Sherard Osborn said that there were only 250 miles of deep water from the Malta bank until they approached the African shore, so that the risk of laying the cable was considerably reduced. A gentle slope into the deep water was now assured. (Hear, hear.)

The proceedings concluded with a vote of thanks to the chairman.

The Highflyer, 21, screw corvette, Capt. T. S. M. Pasley, arrived at Spithead on the afternoon of the 12th from the China station. She came through the Needles, and when off Osborne exchanged salutes with the Victory, flag-ship of the Commander-in-Chief, Admiral Sir T. S. Pasley.

MISCELLANEOUS.

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LARGE COLLECTION OF CHINESE BOOKS AND MSS.

A collection of more than eleven thousand books and manuscripts, made by the Russian Councillor of State, M. Sskatschkow, during a residence of fifteen years in China, is now on sale at St. Petersburg. It is said to contain more than a thousand engravings on wood, many of them rare, and some of them unique, not to be found in even the largest Chinese libraries. The scientific establishments of St. Petersburg are said not to have funds disposable for the purchase of this collection, which is likely to be bought by an American amateur for the sum of nine thousand pounds sterling.

THE TRADE OF SARAWAK.

The territory of the late Rajah Brooke appears to be upon the whole making progress, but there is hardly a consular report received this year from any part of the world that has not to tell of depression of trade. The British Consul at Sarawak states that the imports at that port have declined from £114,590 in 1865 to £83,844 in 1866, and £67,605 in 1867; but this is attributable to a fall in prices, a transfer of trade to the outports (at which the imports and exports in 1867 reached about £80,000), temporary over importation, and increased home supply. The exports from the port of Sarawak in 1867, £74,967, were fully equal to those of 1866, though considerably below the amount in 1865. The coasting trade has increased largely. The exports of 1867 include no timber. Yet several kinds grown here are invaluable for shipbuilding, and some are known to resist all attacks of white ants, and remain sound for years in mud and water. The magnificent water communication, extending all over the country, should make transport no difficulty. Trade is for the most part entirely in the hands of Chinese, only one European firm being established here; the Chinese traders are, with one or two exceptions, possessed of little or no capital, nor do the usual facilities of procuring such exist. Interest rules sometimes as high as 2½ per cent. per month, and, with first-rate security, one per cent. per month can always be obtained; it is therefore evident that until money, or the means of obtaining it, become more abundant, the trade of the country can only progress but slowly. That large profits are made in the produce market is proved by the high rates paid by respectable dealers for temporary accommodation. The capabilities of this country for supplying the various articles of produce now exported, and of many others, such as coffee, indigo, pepper, and gambier, are quite equal to those of the neighbouring countries; it cannot therefore be doubted but that Sarawak offers in every respect one of the most favourable fields for industry of all kinds that exists in the Far East. In agriculture extensive improvements have taken place within the last three years. Gambier and pepper plantations have been established, coffee gardens have been commenced, and on the estate opened out through the beneficence of Miss Burdett Coutts extensive preparations are being made for the cultivation of indigo, pepper, palm oil, &c. Attention has also been directed to the silk culture, and the attempts hitherto have been attended with fair success. The great want of labour, however, makes the establishment of farms and estates impossible to any but capitalists; the natives are very willing to clear jungle and forest, and make excellent lumberers, but are disinclined to work as agricultural labourers, and these latter require to be imported. Experienced men, willing to commence tropical agriculture, are generally without sufficient means to carry on successfully unless facilities for obtaining accommodation are at hand; it is therefore evident that no rapid improvement in agriculture can take place until this vital principle is firmly established in Sarawak. The establishment of a regular system of operations, based upon the formation of a local bank or general credit company, prepared to make advances at moderate rates for all industrial purposes, would give such an impetus to trade and commerce that, without exaggeration, the export trade would be increased fourfold in the space of twenty years, and the import trade improved in a corresponding ratio.

BRITISH SHIPPING.

A Parliamentary paper with this heading, moved for by Mr. Ingham, has appeared. The returns contained therein show that on the 31st of December, 1867, there were registered in England 7,522 sailing and 858 steam vessels of and under 50 tons, and 12,516 sailing and 11,360 steam vessels above 50 tons burden; in Scotland, 1,007 sailing and 138 steam vessels of the former class, and 1,935 sailing and 363 steam vessels of the latter class; and in Ireland, 971 sailing and 52 steam vessels under 50 tons, and 1,046 sailing and 150 steam vessels above 50 tons. During the five years 606 timber and 70 iron sailing vessels were built in England, and 44 timber and 120 iron steam vessels, and the total number of vessels built in the United Kingdom and British possessions was as follows:—1,521 timber and 138 iron vessels, 69 timber and 235 iron steam vessels. A total of 900 timber and 357 iron vessels were registered as new ships during the year, representing additions to our merchant navy amounting respectively to 145,880 and 166,344 tons. There were 1,151 vessels sold or transferred in the United Kingdom, 842 were wrecked (of which 800 were sailing and 42 steam vessels), and 117 vessels of various kinds were broken up, representing a total of 27,088 tons. There are 38 colonial-built and 73 foreign-built vessels registered in the United Kingdom. During the year 34,427 British and 24,511 foreign vessels entered inwards, representing respectively 11,197,865 and 5,140,952 tons, and a total of 33,502 British and 24,847 foreign vessels cleared outwards, representing 11,172,205 and 5,245,090 tons.

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Monetary and Commercial.

There is a persistent falling off in the demand for means of remittance to the East. At the recent biddings for bills on India the amounts allotted were to Calcutta, £185,400, and to Madras, £14,600, the minimum price being fixed as before at 1s. 10½d. per rupee on both presidencies. Tenders at 1s. 10⅝d. will receive about 2 per cent., those above that rate will be allotted in full. No tenders on Bombay were invited.

A momentary rise in the price of Mexican dollars was caused by a small order for China, but they relapsed immediately to the former quotation of 4s. 10⅞d. Bar silver is unchanged at 5s. 0⅛d., with no demand for the East.

At the meeting of the Anglo-Mediterranean Telegraph Company, it was stated that the ships will sail with the cable on the 1st of September, that the company will possess a duplicate line in consequence of having leased that of the Government, that they will be earning a revenue within four months of the day the contract was signed, and that so soon as this portion of the undertaking shall have been completed they will commence the construction of the Anglo-Indian.

The report of the Indo-European Telegraph Company, which was adopted at the general meeting held on the 7th inst., contains an account of the progress of the company. At a meeting of the continental directors at Berlin the route was somewhat altered, especially the Black Sea portion; and it is also mentioned that the Indian Government have determined to construct a complete alternative line between Bushire and Kurrachee, so that the full benefit may be obtained from the new line. As the work is now in active operation a call will shortly become necessary.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 22nd inst., was in gold, to Bombay, £500; to Galle, £100; to Madras, £1,040; in silver, to Hong Kong, £14,781; to Shanghai £10,650; total in gold, £1,640; in silver, £25,431.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of cotton manufactures and yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 13th August. The shipments during the eight months ended 16th August, 1868, compared with those for the corresponding periods of 1867 and 1866, are also given.

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 13th August, 1868, 7,326,802 yards; for the eight months 1868, 38,595,214 yards; for the eight months 1867, 22,588,695 yards; for the eight months 1866, 27,285,801 yards. Increase for 1868 against 1867, 16,006,519 yards.

Coloured Cottons.—Export for the month ended 13th August, 1868, 176,690 yards; for the eight months 1868, 1,051,215 yards; for the eight months, 1867, 1,462,307 yards; for the eight months 1866, 2,918,868 yards. Decrease for 1868 against 1867, 411,092 yards.

Printed Cottons.—Export for the month ended 13th August, 1868, 183,150 yards; for the eight months 1868, 1,483,655 yards; for the eight months 1867, 389,347 yards; for the eight months 1866, 508,110 yards. Increase for 1868 against 1867, 1,094,308 yards.

Cotton Yarn.—Export for the month ended 13th August, 1868, 780,800 lbs.; for the eight months 1868, 3,838,610 lbs.; for the eight months 1867, 3,598,466 lbs.; for the eight months 1866, 3,433,788 lbs. Increase for 1868 against 1867, 240,144 lbs.

Value.—For the month ended 13th August, 1868, £148,320; for the eight months, 1868, £973,588; for the eight months 1867, £871,973; for for the eight months 1866, £1,083,904 Increase for 1868 against 1867, £101,615.

SHANGHAI.

Plain Cottons.—Export for the month ended 13th August, 1868, 25,321,149 yards; for the eight months 1868, 146,255,994 yards; for the eight months 1867, 59,293,868 yards; for the eight months 1866, 71,661,892 yards. Increase for 1868 against 1867, 86,962,126 yards.

Coloured Cottons.—Export for the month ended 13th August, 1868, 373,277 yards; for the eight months 1868, 5,108,088 yards; for the eight months 1867, 7,421,466 yards; for the eight months 1866, 8,594,169 yards. Decrease for 1868 against 1867, 2,313,378 yards.

Printed Cottons.—Export for the month ended 13th August, 1868, 342,730 yards; for the eight months 1868, 2,938,027 yards; for the eight months 1867, 3,218,716 yards; for the eight months 1866, 3,256,521 yards. Decrease for 1868 against 1867, 280,689 yards.

Cotton Yarn.—Export for the month ended 13th Aug., 1868, 13,500 lbs.; for the eight months 1868, 79,700 lbs.; for the eight months 1867, 264,932 lbs.; for the eight months 1866, 48,800 lbs. Decrease for 1868 against 1867, 185,232 lbs.

Value.—For the month ended 13th August, 1868, £432,286; for the eight months 1868, £2,555,578; for the eight months 1867, £1,438,839; for the eight months 1866, £2,034,284. Increase for 1868 against 1867, £1,116,739.

JAPAN.

Plain Cottons.—Export for the month ended 13th Aug., 1868, 2,332,075 yards; for the eight months 1868, 14,540,635 yards; for the eight months 1867, 12,071,645 yards; for the eight months 1866, 19,085,196 yards. Increase for 1868 against 1867, 2,468,990 yards.

Coloured Cottons.—Export for the month ended 13th Aug., 1868, 169,400 yards; for the eight months 1868, 1,358,036 yards; for the eight months 1867, 2,594,637 yards; for the eight months 1866, 2,202,703 yards. Decrease for 1868 against 1867, 1,236,601 yards.

Printed Cottons.—Export for the month ended 13th Aug., 1868, 43,375 yards; for the eight months 1868, 388,641 yards; for the eight months 1867, 600,302 yards; for the eight months 1866, 2,078,431 yards. Decrease for 1868 against 1867, 211,661 yards.

Cotton Yarn.—Export for the month ended 13th August, 1868, 156,180 lbs.; for the eight months 1868, 2,491,221 lbs.; for the eight months 1867, 1,646,949 lbs.; for the eight months 1866, 1,177,410 lbs. Increase for 1868 against 1867, 844,272 lbs.

Value.—For the month ended 13th August, 1868, £54,185; for the eight months 1868, £437,062; for the eight months 1867, £456,085; for the eight months 1866, £701,821. Decrease for 1868 against 1867, £19,023.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 13th August, 1868, 6,995,102 yards; for the eight months 1868, 35,592,151 yards; for the eight months 1867, 37,680,274 yards; for the eight months 1866, 33,477,162 yards. Decrease for 1868 against 1867, 2,088,123 yards.

Coloured Cottons.—Export for the month ended 13th August, 1868, 535,872 yards; for the eight months 1868, 2,791,361 yards; for the eight months 1867, 6,376,496 yards; for the eight months 1866, 4,732,418 yards. Decrease for 1868 against 1867, 3,585,135 yards.

Printed Cottons.—Export for the month ended 13th August, 1868, 362,836 yards; for the eight months 1868, 1,385,122 yards; for the eight months 1867, 3,036,573 yards; for the eight months 1866, 2,870,015 yards. Decrease for 1868 against 1867, 2,870,015 yards.

Cotton Yarn.—Export for the month ended 13th August, 1868, 186,665 lbs.; for the eight months 1868, 948,374 lbs.; for the eight months 1867, 1,360,807 lbs.; for the eight months 1866, 1,083,113 lbs. Decrease for 1868 against 1867, 412,433 lbs.

Value.—For the month ended 13th August, 1868, £141,200; for the eight months 1868, £700,884; for the eight months 1867, £1,086,798; for the eight months 1866, £1,092,396. Decrease for 1868 against 1867, £385,914.

BATAVIA.

Plain Cottons.—Export for the month ended 13th August, 1868, 75,200 yards; for the eight months 1868, 8,707,918 yards; for the eight months 1867, 11,499,093 yards; for the eight months 1866, 21,603,471 yards. Decrease for 1868 against 1867, 2,791,175 yards.

Coloured Cottons.—Export for the eight months ended 13th August, 1868, 4,543,795 yards; for the eight months 1867, 10,416,049 yards; for the eight months 1866, 7,048,389 yards. Decrease for 1868 against 1867, 5,872,254 yards.

Printed Cottons.—Export for the eight months ended 13th August, 1868, 3,433,038 yards; for the eight months 1867,, 9848,510 yards; for the eight months 1866, 6,163,464 yards. Decrease for 1868 against 1867, 6,415,472 yards.

Cotton Yarn.—Export for the eight months ended 13th August, 1868, 323,445 lbs.; for the eight months 1867, 403,255 lbs.; for the eight months 1866, 408,508 lbs. Decrease for 1868 against 1867, 79,810 lbs.

Value.—For the month ended 13th August, 1868, £1,749; for the eight months 1868, £359,969; for the eight months, 1867, £764,335; for the eight months 1866, £882,414. Decrease for 1868 against 1867, £404,366.

MANILA.

Plain Cottons.—Export for the month ended 13th August, 1868, 1,587,747 yards; for the eight months 1868, 10,501,954 yards; for the eight months 1867, 11,231,654 yards; for the eight months 1866, 5,097,518 yards. Decrease for 1868 against 1867, 669,700 yards.

Coloured Cottons.—Export for the month ended 13th August, 1868, 1,133,226 yards; for the eight months 1868, 9,025,126 yards; for the eight months 1867, 11,401,864 yards; for the eight months 1866, 6,526,744 yards. Decrease for 1868 against 1867, 2,376,738 yards.

Printed Cottons.—Export for the month ended 13th August, 1868, 35,558 yards; for the eight months 1868, 623,453 yards; for the eight months 1867, 726,464 yards; for the eight months 1866, 105,593 yards. Decrease for 1868 against 1867, 103,011 yards.

Cotton Yarn.—Export for the month ended 13th August, 1868, 23,400 lbs.; for the eight months 1868, 198,603 lbs.; for the eight months 1867, 100,626 lbs.; for the eight months 1866, 33,750 lbs. Increase for 1868 against 1867, 97,977 lbs.

Value.—For the month ended 13th August, 1868, £55,244; for the eight months 1868, £415,030; for the eight months 1867, £581,475; for the eight months 1866, £316,473. Decrease for 1868 against 1867, £166,445.

CEYLON.

Plain Cottons.—Export for the month ended 13th August, 1868, 2,842,348 yards; for the eight months 1868, 16,403,659 yards; for the eight months 1867, 11,996,433 yards; for the eight months 1866, 10,847,523 yards. Increase for 1868 against 1867, 4,407,226 yards.

Coloured Cottons.—Export for the month ended 13th August, 1868, 91,196 yards; for the eight months 1868, 539,276 yards; for the eight months 1867, 1,003,157 yards; for the eight months 1866, 1,183,451 yards. Decrease for 1868 against 1867, 463,881 yards.

Printed Cottons.—Export for the month ended 13th August, 1868, 335,408 yards; for the eight months 1868, 1,680,891 yards; for the eight months 1867, 1,921,190 yards; for the eight months 1866, 3,376,607 yards. Decrease for 1868 against 1867, 240,299 yards.

Cotton Yarn.—Export for the month ended 13th August, 1868, 35,877 lbs.; for the eight months 1868, 322,837 lbs.; for the eight months 1867, 167,995 lbs.; for the eight months 1866, 614,357 lbs. Increase for 1868 against 1867, 154,842 lbs.

Value.—For the month ended 13th August, 1868, £58,241; for the eight months 1868, £331,753; for the eight months 1867, £348,522; for the eight months 1866, £478,162. Decrease for 1868 against 1867, £16,769.

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ARTICLES OF IMPORT.

TEA.

The *Produce Market Review* of Saturday says, "A sale of over 25,000 packages of China Tea has been held this week, the greater part of which consisted of common Congou. So large a sale, following close upon others of equal magnitude, and after the forced sales which have taken place from recent arrivals, had caused the market to be very weak for this class of tea, and a fall in prices was therefore expected. The demand, however, was apparently fully equal to the supply, and the prices obtained were quite up to private contract rates. It is certain, however, that this result was in a great measure due to the practice of 'buying over,' now extensively adopted by many brokers. This highly undesirable system has been largely developed during the last two years; and although some portion of the trade may be benefited by it, it is, on the whole, a pernicious practice, and tends more than any other cause to bolster up a falling market, and thus to mislead merchants, who naturally mistake these purchases for a genuine demand from the trade, whereas no such demand exists at the time, and a large quantity of the tea bought over is not disposed of for weeks and even months. The amount of business transacted by private contract this week has been extremely small, and a good deal of the tea placed on the market has been withdrawn. It may appear astonishing, but it is nevertheless true, that some merchants are impressed with an idea that they will eventually succeed in extracting better prices from the trade; that they will be disappointed we have no doubt, for as we have before pointed out, tea cannot advance in the face of continuous heavy shipments from China. Several thousand boxes of new season Canton Scented Tea have this week arrived per Overland Mail; the quality of these, for the most part, is disappointing. The trade has shown no disposition to pay the fancy prices asked; consequently only a few breaks of the Caper have sold, and we can only hear of one or two small sales of the Scented Orange Pekoes. The truth is, that the high prices lately ruling for Scented Capers have materially diminished the demand, and the market has for a long time past been glutted with Scented Pekoes. In Green Teas there is no material change, but there is rather more disposition to sell. The quotation for common Congou is 1s. 1¼d. to 1s. 1½d., with a firm market. Broken Leaf Tea has sold from 9d. to 9½d."

ARTICLES OF EXPORT.

Manchester Markets, Aug. 22.—The market throughout the week has shown increasing firmness, and with it an increasing difficulty in selling. The cotton market has been active with advancing prices, and the small import during the week (though abundance of cotton is known to be on the way from India) has favoured the views of speculators. Up to Thursday the advance in the price of yarns and cloth was slow and gradual, with but an exceedingly limited business; but yesterday there was rather more business in yarns, especially for manufacturing purposes, and sellers of cops were enabled to realise something over the ¼d. advance established on Tuesday, with more disposition on the part of buyers to operate. Cloth has advanced, but the market is very inactive, and has been all the week. Offers have been made by buyers from day to day, but generally at prices which could not be accepted. Manufacturers and spinners were placed under contract to a great extent recently, at low prices, for short periods, and hence their rather free purchases of cotton at Liverpool which have been made to cover these contracts. The distrust which leads people to purchase cotton so immediately to cover their contracts is a matter of regret, because it sends up prices and in part defeats its own object. Shirtings, printers, mulls, jaconets, T-cloths, long-cloths, and domestics are all dearer. Long-cloths have been in rather more demand this week for the Levant trade, and the home trade houses have been operating rather more freely; but the advanced prices check business. For India and most of the leading foreign markets the business has been on a restricted scale. The market is quiet, with very little change.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices August 21.
£10	Agra Bank, A shares	All	11½ to 12½ x d.
10	Do. B do.	—	8½ to 9
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., and China	All	19¾ to 20½
25	Chartered Merc. of India and China ...	All	28 to 29
20	City Bank	10	11½ to 12½
28½	Hong Kong and Shanghai Bank, new...	5⅝	½ to 1 pm.
50	London and County	20	50 to 51 x.d.
50	London Joint Stock	15	32 to 33
100	London and Westminster	20	67 to 68
25	Oriental Bank Corporation	All	44 to 45
50	Union of London	15	35 to 36
	Miscellaneous.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	Do. Do. 1872 ...	100	104 to 106
—	Do. Do. 1882-3 ...	100	111 to 114
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	2½ to 1½ dis.
10	Credit Foncier and Mobilier of England	All	2⅝ to 3
20	Egyptian Com. and Trading Company	6	5 to 4 dis.
10	General Credit and Discount Company	7½	2¼ to 2 dis.
10	North Assam Tea (Limited)	5	7 to 5 dis.
10	Do. do. B shares	All	1 to 2
20	International Finance Society	5	1⅝ to 1⅞ dis.
50	P. and O. Steam Company	All	52 to 54
50	Do. Do. 1867	10	¼ dis to ¼ pm.
10	Upper Assam Tea	All	3½ to 4½
100	West India Steam Company	60	63 to 65

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head Office in Paris. R. W. and H. Horne, agents, 4, Moorgate street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday, and Co., agents, Manchester,

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 13, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
—	Johanna and Oluffa..	Petersen..	Akyab	Off Falmouth
Aug. 1	Nestor	Brandligt	Batavia, for Rottrdm.	Off the Lizard
July 27	Heilige Vicentius v. Paulo	Nagel	Padang	New York
Aug. 7	Dryden	Hogarth	Philippine Islands	Falmouth
— 7	Oceanica	Wright	Manila	Liverpool
— 10	Wye	Houston	Do.	London
— 8	Herman de Ruyter	—	Batavia, for Amstdm.	Deal
— 8	Holland	Gronbeck	Sourab, for Amstdm.	Off S. Foreland
— 9	Crusader	—	Bassein	Off the Lizard
— 4	Emma	Knuth	Soubay., for Rottrdm	Off Scilly
— 5	Boanerges	Dunn	Soubaya, for Amstdm.	Do.
— 8	Our Queen	Eales	Bangkok	Liverpool
— 8	China	Jordan	Rangoon	Bremen
— 8	Imper. Alexander II	Wahlroos	Batavia	Texel
— 8	Geert Maria	Ligny	Do.	Brouwershaven
— 8	Cornelia Hendrika	Yeendoorn	Banjoewangie	Do.
— 8	El Dorado	Haskell	Akyab	Antwerp
— 9	Jessie Ann	Whitehill	Batavia	Texel
— 8	Hollandia	Nieuwenhius	Macassar	Do.
— 8	Vrede	Reenen	Sourabaya	Do.
— 9	Vice-Admiral May	Stiffry	Batavia	Do.
— 9	Grootmeester Natinal.	Giesse	Padang	Brouwershaven
— 9	Burgemeister v. Middelburg	Hoek	Banjoewangie	Do.
— 8	County of Bute	Walker	Sourabaya	Zierikzee
— 11	Abo	Wickstrom	Bassein	Falmouth
— 11	Elise	Horns	Maulmain	Off Falmouth
— 12	A. E. Vidal	Rehse	Foochow	Do.
— 12	Helios	Hansen	Rangoon	Do.
—	Atlas	—	Do.	Off Queenstown
July 31	Hazard	Karstens	Manila	Boston
Aug 12	Dunloe	Batten	Colombo	London
— 12	Spirit of the North	—	Manila	Do.
—	Garibaldi	Christensen	Pasaroeang	Off Folkestone
— 9	Brodrene	Meylander	Akyb., for Zuyndrecht	Off Dungeness
— 12	Niord	Schroder	Akyab	Falmouth
— 9	Eolus	Schumacher	Bassein	Bremen
— 9	Adele	Hazedorn	Rangoon	Do.
— 14	The Sir Jmstjee. Fmly	Cobb	Manila	Deal
— 12	Koophandel	Muller	Batavia, for Rottrdm.	Off St. Catherine's
— 14	W. E. Gladstone	Moore	Colombo	Deal
— 13	Leon Crespo	—	Manila	Falmouth
— 15	Thomas Wood	Simpson	Colombo	London
— 11	Formica	Thiesen	Singapore	Trieste
— 14	Eliza	Horns	Maulmain	Deal
— 16	Derwent	Gadd	Colombo	London
— 15	Amity	Stinson	Maulmain	Falmouth
— 15	Sir R. Abercrombie	—	Foochow	Off Scilly
— 14	Bintang	Dalmert	Singapore	Bremen
— 18	Concordia	Markstedt	Akyab	Falmouth
— 13	Cecilia	Reute	Singapore	Trieste
— 16	Bastiaan Pot	Zetteler	Pasaroeang	Brouwershave
— 19	J. H. Love	Mathiesen	Akyab, for Flensburg	Falmouth
— 20	Gateshead	Lamb	Zebu	Do.
— 20	Granville	Gallichan	Colombo	Deal
— 15	Alexander II.	Pieper	Singapore	Trieste

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DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Aug. 8	Sir Henry Havelock	Pickthall	HongKong	London
— 7	Northfleet	Oates	Shanghai	Liverpool
— 10	Crested Wave	Renouf	Hong Kong	London
— 10	J. C. Schotel	Kuyf	Java	Cowes*
—	Lichstraal	—	Batavia	Nieuwe Diep
— 6	Oscar	Kundsen	Amoy	Cardiff
— 10	Sadowa	Schultz	Singapore	Do.
— 12	Monkchester	Barker	Shanghai	London
— 12	United Service (str.)	Gaine	Singap.,H.K.,&Shang	Do.
— 3	Delangle	Dupont	Ceylon	Penarth Dock
— 10	Aurora	Basterrechea	Manila	Liverpool
—	Madura	—	Sourabaya	Rotterdam
— 13	Corsair	Miller	Shanghai	London
— 12	Felix	Urrutia	Manila	Liverpool
— 13	Mattie Banks	Ralph	Yokohama	Do.
—	Candasi	Krynen	Macassar	Rotterdam
— 12	Maria Adriana	—	Java	Newcastle
— 14	Eunomia	Gronow	Galle	Cardiff
— 15	Logan	Gibson	Shanghai	Liverpool
— 29	Favorite	Thorpe	Newport and Galle	London
— 17	Siwa	Kuhn	Singapore	Cardiff
— 18	Miranda	Good	Colombo	London

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama and Nagasaki: John Banks. For Yokohama: Solent, Jeddo. For Shanghai: Annie Braginton, Kate Carnie, Western Chief, Assyrian, The Sir Jamsetjee Family, W. E. Gladstone. For Hong Kong: Southern Cross, Channel Queen, Shakspere, Drydens. For Manila: Olano. For Batavia and Sourabaya, East Lothian. For Singapore: Bristow, Star of Jamaica, Sea Snake. For Colombo: Star Queen, Palestine, Acacia, Ocean Beauty, Derwent, Spirit of the North.

At LIVERPOOL.—For Yokohama: Anne Wood. For Shanghai: Jane Sprott. For Hong Hong: Banda. For Singapore: Naworth. For Manila: Hong Kong, Conchita, Maria y Vicenta, Rosa del Turia. For Batavia and Sourabaya: Cap Horn, Ocean Spray. For Galle: Heidi, Melicete, Alaric, Egmont and Hoorn, Mermaid. For Ceylon: Mary Ann Johnston.

At GLASGOW.—For Shanghai: Glenallan. For Hong Kong: Albany. For Manila, (via Liverpool), Estrella. For Singapore: Kinfaun's Castle, Parana. For Penang: James Paton. For Galle, &c., Ethiopia.

SPOKEN.

FROMM (Dutch barq.), from Batavia, May 18, 32 S., 31 E.
NEWCASTLE, South Shields to Shanghai, June 21, 9 N., 23 W.
BINTANG (Dutch schr.), Singapore to Bremen, July 23, lat. 39, long. 37
CONTEST, London to Yokohama, June 30, 6 N., 26 W.
LANERCOST (barq.), London to Yokohama, 10 N., 109 E.
MARIA AND ELIZABETH, Rotterdam to Batavia, May 21, 21 S., 10 E.
FAIR KATHLEEN, Bangkok to Falmouth, May 28, 27 S., 14 E.
WM. RITSON, Colombo to London, June 23, 28 S., 12 W.
HONIGBY, Batavia to Rotterdam, June 25.
COUNTY OF LANARK, Sourabaya to Amsterdam, June 24, 34 S., 17 E.
RENOWN, Colombo to London, July 9, 26 S., 7 E.
END (?) or Havre and Java (?), Manila to Liverpool, 50 N., 9 W.
C. A. BUTE, China to London, July 27, 37 N., 37 W.
STIRLINGSHIRE, Clyde to Japan, June 18, 9 N., 25 W.
FRANK MARION (American barq.), Cardiff to Japan, May 1, 18 S., lon. 29.
LOYOLA, Liverpool to Manila, July 13, 11 N., 25 W.
CASTLETON, Philippine Islands to Queenstown, July 25, 35 N., 40 W.
ORIENT (barque), for Singapore, June 26, 23 S., 25 W.
H. V. P. M. (barque), Cardiff to Singapore, July 2, 6 S., 30 W.
NORDEN (Norwegian ship), Macassar to Norway, Aug. 5.
CANDACE, Hamburg to Singapore, May 21, 4 N., 21 W.
BARBARA and ANN, Colombo to London, 53 days out, 25 S., 8 E.
TYBURNIA, for Shanghai, July 1, 3 N., 23 W.
QUANG TUNG (steamer), Plymouth to Singapore, June 26, 22 S., 18 W.
GLOBE (Dutch), Cardiff to Batavia, July 5, 16 S., 37 W.
ZEPHIR (Dutch), Rotterdam to Batavia, July 6, 13 S., 36 W.
NAOMI (ship), London to Galle, June 24, 1 S., 30 W.
REBECCA (Dutch barq.), Cardiff to Singapore, 24 days out, 7 N., 22 W.
BIRWAN (?), Newcastle to Batavia, June 22, 4 N., 27 W.
NEWCASTLE, Shields to Shanghai, 35 days out, June 22, 4 N. 23 W
UTERDIRK (Dutch ship), Amsterdam to Batavia, June 7, 25 S., 36 W.
AMES (Amer. barq.), Philadelphia to Shanghai, July 14, 35 N., 38 W.
COURONNEMENT, Nantes to Saigon, July 7, 1 N., 22 W.
PARADIES (Hamb. barq.), for Hong Kong, June 28, 13 S., 34 W.
HONG KONG, Hamburg to Shanghai, July 12, 7 N., 25 W.
DERWENT, Ceylon to London, July 18, 12 N., 27 W.
COSMOPOLIET, Rotterdam to Batavia, June 21, 9 N., 26 W.
ELLENBOROUGH, London to Colombo, July 19, 37 N., 36 W.
CUMBERLAND, Swansea to Galle, July 1, 12 S., 33 W.
COMO, London to Colombo, June 29, 6 N., 24 W.
ANNE LAITY BANFIELD, Manila to Falmouth, June 17, 23 S., 1 E.
CHINAMAN, Foochow to London, out 3 days, June 7, off the S. end of Formosa.
STANLEY, Sunderland to Hong Kong, July 11, 9 N., 26 W.
MARCHIONESS OF LONDONDERRY, for Galle, July 3, 7 S., 28 W.
JACOBA CORNELIA (Hamburg barque), Amsterdam to Singapore, July 13, 10 N., 26 W.
ALLENDALE, Sunderland to Hong Kong, May 16, 12 N., 25 W.
No. 921, 3rd d. p. (Dutch barque), Batavia to Amsterdam, July 14, 13 N., 30 W.
MIKADO (ship), London to Hong Kong, July 28, 43 N., 14 W.
SALAMANCA, Philippine Islands to London, June 21, 32 S., 10 E.
DENCALION, Newport to Hong Kong, June 28, 11 S., 34 W.
ALDEBARAN, Amsterdam to Sourabaya, June 28, 8 N., 23 W.
ANTJE, Newcastle to Sourabaya, June 7, 17 S., 32 W.
EUROPA, Cardiff to Hong Kong, May 3, 21 S., 42 W.
NEDERLAND, Rotterdam to Batavia, July 8, 13 N., 26 W.
STAD OLDENZAAL, Amsterdam to Batavia, June 27, 5 N., 24 W.
JACOBA HELENA, Cardiff to Singapore, July 3, 7 S., 32 W.
VOLKWANG, London to Hong Kong, June 22, 8 S., 28 W.
VOORUIT, Batavia to Rotterdam, July 8, 5 S., 18 W.
ADMIRAL JAN EVERTSEN, Manila to Falmouth, 112 days out, July 18, 12 N., 28 W.
MARY HILLEGONDA, Batavia to Dordt, June 14, 34 S., 18 E.
NOORD BRABANT, Cardiff to Singapore, July 11, 7 N., 25 W.
WHITEHALL, London to Hong Kong, July 18, 12 N., 27 W.
JOHANNA (bq.), Liverpool to Sourabaya, June 17, 9 N., 23 W.
WILLIAM CLOWES (bq.), South Shields to Ceylon, 30 days out, June 22, 13 N., 27 W.
DUKE OF NORTHUMBERLAND, Swansea to Galle, June 19, 4 N., 24 W.
ISABELLA, Sourabaya to Falmouth, July 19, 9 N., 64 W.
ALMELO, Samarang to Amsterdam, August 13, 48 N., 12 W.
SUNNISIDE, Liverpool to Colombo, July 29, 46 N., 15 W.
GILBERT COOPER, Bangkok (?) to Monte Video, June 29, 33 N., 45 W.
PROTEUS, Cardiff to Hong Kong, July 14, 9 N., 25 W.
PUELLA, Bordeaux to Batavia, July 19, 12 N., 25 W.
PETCHELEE, London to Singapore, August 17, 48 N., 10 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are quiet, with but little inquiry for tonnage. Coal freights from the Northern outports do not as yet show signs of improving.

Current rates of freight for vessels on the berth:—To Yokohama: 45s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai; 42s. 6d. weight, 40s. meast. To Chefoo: 60s. weight or meast. To Foochow: 50s. weight or meast. To Hong Kong: 42s. 6d. weight, 30s. meast. To Amoy: 50s. weight or meast. To Singapore: 35s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear of Tyne per keel.—For Shanghai: £48. For Hong Kong: £35. For Singapore: £27 to £28. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 3s. For Shanghai: £2 7s. 6d. For Hong Kong: £1 15s. For Manila: £1 12s. 6d. For Batavia: £1 2s. 6d. For Singapore: £1 6s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of the following stores:—11 tons light clothing, at Pimlico; 4 tons light earthen plates, at the Tower, for Colombo; 10 tons heavy and 1 ton light ammunition, at Woolwich, for Singapore; also for supplying and delivering into store or on board Her Majesty's steamships and vessels at Hong Kong, 3,500 tons of smokeless South Wales coals.

CASUALTIES.

The Lady Love, from Japan, to Amsterdam, arrived off Cape Recife, June 26, with loss of maintopsailyard, having lost two within 10 days.

MISCELLANEOUS.

At ST. HELENA.—June 6, Meggie, Armstrong, from Singapore, and sailed 7 for London; Baron v. Hardenbroek, v. Rossem, from Sourabaya, and sailed 7 for Amsterdam; 7, Lady Ann, Gilles, from Colombo, and sailed 8 for London; Bato, Rotgans, from Batavia, and sailed 8 for Amsterdam; 9, Ternate, Cars, from Batavia, and sailed 11 for Rotterdam; 10, Portland, Peters, from Saigon, and sailed for Rotterdam; 12, Mina, Bruggen, from Batavia, and sailed 13 for Rotterdam.

Off CAPE RECIFE.—June 26, Lady Love, from Japan, for Amsterdam.

At ASCENSION.—July 10, Margaret Falconer, from Penang, and sailed 11 for London.

Off ASCENSION.—July 6, Carmen, from Manila, for London; 15, Lancastria, from Singapore, for Liverpool.

At SIMON'S BAY.—July 2, Lord Raglan, Edwards, from Shanghai.

At CALLAO.—July 3, Fray Ventos, Ballo, from Macao, &c.

At RIO JANEIRO.—July 17, the Nereide, Curtini, from Cardiff, for Shanghai, leaky.

At MAURITIUS.—June 22, Cosmopolite, Limstrong, from Batavia, and sailed 24 for Rotterdam; July 4, Cataluna (str.), Escagadillo, from Macao, with some bolts started, and left 14th for Havana, after being docked; 5, Jasmin, Ortige, from Singapore; 9, Mary E. Ray, Straker, from Colombo; June 20, Express, Marchand, from Saigon; July 12, Adele and Louise, Bedex, from Galle.

The Peninsular and Oriental Company have sold their paddle steamer *Euxine*. This vessel is nearly twenty years old, and carried the India mail for a number of years. She was one of the largest steamers which the company possessed at one time, her tonnage being just over 1,000 tons.

Messrs. Robert Steele and Co. have launched from their yard on the Clyde an iron ship of 1,300 tons, for Messrs. J. and W. Stewart. Her dimensions are:—Lengtg of keel and forerake, 210 feet; breadth of beam, 35 feet 6 inches; depth of hold, 22 feet. She was named the Assaye by Miss Macgregor, daughter of John Macgregor, Esq. The Assaye is for the East India and China trade, and will be commanded by Captain George Hughes.

A clipper barque was recently launched from the yard of Mr. W. Adamson, at Pallion, on the Weir, named the Valkyrien, of the following dimensions:—145 feet length of keel; 29 feet beam; 18 feet hold; 500 tons register. She is classed 13 years A1 at Lloyd's, and is for the China trade.

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COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th of July, 1854, and 31st of December, 1866.)

RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

SUBSCRIBED CAPITAL	**F.80,000,000** ...	**£3,200,000**
CAPITAL PAID-UP	**F.70,000,000** ...	**£2,800,000**
TO BE PAID-UP SEPT. 15, 1868	**F.10,000,000** ...	**£400,000**
RESERVED FUND	**F.20,000,000** ...	**£800,000**

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AT

LYONS and NANTES (France), CALCUTTA, BOMBAY, | SHANGHAI, HONG KONG, SAIGON (Cochin China), | BOURBON (Reunion), and YOKOHAMA (Japan).

London Bankers.—THE UNION BANK OF LONDON.

London Agency.—13, LEADENHALL-STREET, E.C.

Manager.—G. PIETSCH. **Sub-Manager.**—THEOD. DROMEL.

ABSTRACT OF THE REPORT READ AT THE ANNUAL GENERAL MEETING OF THE STOCKHOLDERS, HELD IN PARIS ON THE 28TH DAY OF JULY, 1868.

The total amount of business transacted by the Comptoir for the period between the 1st of July, 1867, and the 15th of June, 1868, has been... ... F.2,279,561,150 or £90,627,320

The increase over the preceding year amounts to ... 378,588,624 or 14,968,327

Or about 16 per cent.

AGENCIES.

The transactions of the Agencies are the following:—

They make advances on produce, or on imported goods, also on bullion, Mexican dollars, rupee paper, &c., &c.

They buy drafts with documents attached, or issued against credits.

They draw on any commercial places, and transact all customary banking operations.

The first Agencies were established in China and India in 1860 and 1861, and have now secured the advantage resulting from an experience of eight years.

The operations of the two first years were only of a preliminary character; and although during three years the Agencies had to pass through the most severe commercial crisis, and lastly to feel the effect of the panic of 1866, the following is the result of their operations, and the amount of the nett profits realised since they were established:—

Year.	Interest.	Profits.	Total.
1860-61 ...	F.195,396 00	—	F.195,396 00
1861-62 ...	414,950 90	F 74,535 20	489,486 10
1862-63 ...	1,049,055 73	177,034 81	1,226,090 54
1863-64 ...	1,846,640 62	1,145,223 87	2,991,864 49
1864-65 ...	1,839,477 05	—	1,839,477 05
1865-66 ...	1,563,009 10	—	1,563,009 10
1866-67 ...	1,558,380 04	2,270,000 00	3,828,380 04
1867-68 ...	1,414,739 96	2,830,000 00	4,244,739 96
	F.9,881,649 40	F.6,496,793 88	F.16,378,443 28
	£393,290 1	£258,573	£651,863

Total profits for the eight years	F.16,378,443 ...	£651,863
Besides this profit all bad debts from 1863 to 1866 have been provided for, amounting to	6,126,756 ...	243,850
To provide for outstanding unsettled and doubtful debts the Agencies have to the credit of their respective accounts a surplus of	1,622,901 ...	64,593
This shows that the nett profit realised by the Agencies in the first years of their establishment have amounted to	F.24,128,106 ...	£960,306
The total amount of the operations of the Agencies for the year past (1st July, 1867, to 15th June, 1868) has been	F.994,647,223 ...	£39,587,960

As follows:—

Advances and local transactions	630,540,610 ...	24,484,490
Bills on France, England, &c.	144,053,283 ...	5,733,268
Remittances to the Head Office...	220,053,329 ...	8,802,133

The following statement will show the amount and nature of the business of each Agency:—

LOCAL TRANSACTIONS.

Calcutta Agency	F.133,569,065 00	
Bombay "	43,596,962 50	
Hong Kong Agency	141,163,014 00	
Shanghai Agency	237,620,472 00	
La Réunion Agency	29,310,447 00	
London Agency	45,280,650 00	
	F.630,540,610 50	£24,484,490

DRAFTS.

	On France.	On Foreign Countries.	Total.
Calcutta Agency ...	F.3,408,641 31	F.31,747,125	F.35,155,766 31
Bombay Agency ...	968,405 52	36,716,750	37,685,155 52
Hong Kong Agency.	1,526,031 24	10,192,975	11,719,006 24
Shanghai Agency ...	4,962,370 40	46,006,475	50,968,845 40
La Réunion Agency.	6,880,080 86	—	6,880,080 86
London Agency ...	1,644,429 07	—	1,644,429 07
	F.19,389,958 40	F.124,663,325	F.144,053,283 40 or £5,733,268

REMITTANCES.

	On France.	On Foreign Countries.	Total.
Calcutta Agency	F.22,816,176 89	F.44 880,550	F.67,696,726 89
Bombay Agency ...	5,782,863 60	34,227,440	40,010,303 60
Hong Kong Agency.	2,157,982 77	7,521,845	9,679,827 77
Shanghai Agency ...	11,302,396 00	39,918,225	51,220,621 00
La Réunion Agency.	6,327,891 19	1,065,775	7,393,666 19
London Agency ...	44,052,183 68	—	44,052,183 68
	F.92,439,494 13	F.127,613,835	F.220,053,329 13 or £8,802,133

The amount of the operations of the preceding year was	F.797,336,772 ...	£31,734,003
The increase this year has been...	197,310,450 ...	7,852,956
Or about 25 per cent.		
The nett profit realised by the Agencies for the past year, from July 1, 1867, to June 15, 1868, amounts to	F.4,967,765 ...	£197,717

Divided as follows:—

Calcutta	F.537,994 ...	£21,413
Bombay	436,281 ...	17,362
Hong Kong...	1,946 483 ...	77,471
Shanghai	1,539,434 ...	61,270
La Reunion...	365,766 ...	14,556
London	141,805 ...	5,645
	F.4,967,765	£197,717
On this amount there is set apart to provide for the remaining outstanding accounts...	F. 908,230 ...	£36,147
Carried to the credit of general profit and loss account, to be distributed...	2,830,000 ...	112,634
Balance reserved as surplus	1,229,536 ...	48,936
	F.4,967,765	£197,717
To this remaining balance	F.1,229,534 ...	£48,936
Must be added a reserve from last year's account ...	393,366 ...	15,655
Total amount	F.1,622.900 ...	£64,591

Not distributed, and now existing to the credit of the Agencies.

PROFIT AND LOSS—GENERAL ACCOUNT.

The total amount of profit realised this year by the Comptoir is	F.7,475,852 ...	£297,536
Less expenses, re discount on bills, &c.	1,940,766 ...	77,236
Nett profit	F.5,535,086 ...	£220,300

Which being distributed among the Stockholders of the old shares gives them a dividend of 10 per cent. nett., besides interest at 5 per cent., which has been paid to the new shares according to the time of the date of the paid up instalments.

The Report ends by observing that the low rate of interest during the last year has rendered it impossible to make large profits. Fortunately the beneficial result of the operations of the Agencies have more than compensated for the deficiency of the home transactions; and the shareholders are congratulated that during a year of such stagnation and depression, so fair a dividend as 10 per cent. has been obtained.

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Dated this 23rd day of July, 1868.

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Capital paid up ...	...	70,000,000 ...	2,800,000
Do.	Mar. 15, 1868	10,000,000 ...	400,000
Do.	Sept. 15, 1868	10,000,000 ...	400,000
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(Established 1st January, 1863.)

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Paid up Capital, Tls. 300,000, or Tls. 200 per Share.

Provisional Committee.

W. J. BRYANS, Esq., Chairman (Messrs. Turner and Co.).
F. H. BELL, Esq. (Messrs. W. R. Adamson and Co.).
A. MICHIE, Esq. (Messrs. Chapman, King, and Co.).
E. H. LAVERS, Esq. (Messrs. Gilman and Co.).
F. PORTER, Esq. (Messrs. Gibb, Livingston, and Co.).
(Directors of the Company, 1866-8.)

AT a GENERAL MEETING, held on TUESDAY, the 12th day of MAY, 1868, the following resolutions were passed, relative to the continuance of the Company for a further period of three years from the 1st January, 1869; and notice is hereby given that applications for shares in the annexed form will be received at the offices of the Company until 31st October, 1868.

Applications for shares from persons not resident in Shanghai must be accompanied by a power of attorney to their agents to sign the deed of settlement in their behalf, and generally to represent them in all matters connected with the Company.

In accordance with the resolution passed at the meeting of 18th November, 1867, a separate office of the Company will be opened in London on 1st January, 1869.

By orders of the Court of Directors,

JOHN S. MACKINTOSH, Secretary.

Shanghai, 15th May, 1868.

Form of Application for Shares.

No.

To the Provisional Committee of the North-China Insurance Company.

Gentlemen,

hereby request that you will allot to shares in the above Company, and agree to accept such shares, or any less number you may allot to ; and agree to pay the first call of Tls. 200 per share, and all subsequent calls, and to subscribe the deed of settlement whenever required to do so.—Gentlemen, your obedient servant,

.....

Resolutions referred to above.

Res. I. That a company to be called the "North-China Insurance Company" shall be formed for a further period of three years, from 1st January, 1869, to 31st December, 1871.

Res. II. That the Directors for the time being of the present Company be appointed to act as a Provisional Committee to organise the new Company.

Res. III. That this meeting recommends that the Provisional Committee should adopt as the basis of the new Company that the capital should be Tls. 1,500,000 in 1,500 shares of Tls. 1,000 each; paid up capital, Tls. 300,000, or Tls. 200 per share, and that the Committee be authorised to issue a prospectus inviting applications for shares and to proceed with the allotment.

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

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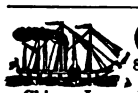

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Hong Kong..	Sthern. Cross	A1 10 yr.	W.I.D.	Aug. 30.
Do.	Serica	A1 13 yr.	W.I.D.	To follow
Do.	Taitsing	A1 14 yr.	W.I.D.	To follow
Shanghai ...	W. E. Gladstone	A1 12 yr.	W.I.D.	Sept. 8
Do.	Spindrift ...	A1 16 yr.	E.I.D.	As reqrd.
Do.	Leander	A8 16 yr.	E.I.D.	As reqrd.
Do.	Forward Ho	A1 17 yr.	E.I.D.	As reqrd.
Manila	Olano	AA1	W.I.D.	Sept. 16
Kanagawa & Nagasaki ..	John Banks	A1 13 yr.	W.I.D.	With des.

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CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

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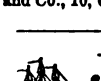
Do.	Taeping	A1 14 yr	E.I.D.	To follow
Do.	Lahloo	A1 16 yr.	E.I.D.	To follow
Hong Kong..	Shakspeare,..	A1 12 yr.	E.I.D.	With des.
Do.	Guinevere (new)	A1 16 yr.	E.I.D.	To follow
Do.	Sir Lancelot	A1 16 yr.	E.I.D.	To follow
Yoko. (Kanagawa)...	Solent.....	A1 13 yr.	W.I.D.	With des.
Do.	Jeddo	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



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Destinatn.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo ..	Sprt. of N.	A1 10 yr.	664	W.I.D.	
Do.	Granville...				To fol.
Do.	Ocn. Buty	A1 16 yr.		W.I.D.	Sept. 5
Bombay ...	Kingdom O'Fife ...	A1 10 yr.	494	E.I.D.	Sept. 10
Mangalre., Cnnanre., Calicut, Beypore, & Cochin.	Caroline Hutchins	A1 11 yr.	287	W.I.D.	Do.

No. 22, Great St. Helen's, E.C.

To follow the "Ocean Beauty."

With immediate despatch, having the greater part o her cargo engaged.

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DIRECT for COLOMBO, the splendid new high-classed clipper-built Ship OCEAN BEAUTY, A1 16 years, 596 tons register, ROBERT WATSON, Commander, late of the "Royal Bride;" West India Docks. This magnificent vessel, built expressly for the Colombo trade, and newly coppered, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

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To follow the "Millbrook." Will meet with Quick Despatch.

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N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

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DIRECT for BOMBAY, the fine fast-sailing clipper ship KINGDOM O'FIFE, A1 10 years, 494 tons register: W. ROGERS, Commander; East India Docks. This magnificent vessel, built in 1864, is noted for her fast-sailing qualities, and the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To sail on the 31st August.

FOR HONG KONG, the fast-sailing Clipper CHANNEL QUEEN, A1 11 years; 609 tons register; NICHOLAS LANFESTY, Commander, East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail on the 29th August.

FOR SHANGHAI, the well-known Clipper ASSYRIAN, A1 10 years; 555 tons register; ANDREW MEARNS, Commander, East India Docks. This ship is favourably known in the China trade, and strongly recommended to shippers.

For Freight or Passage apply to SHAW, LOWTHER & MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail on the 15th September (if not previously full).

FOR SHANGHAI DIRECT, the splendid clipper ship WESTERN CHIEF, A1 13 years; newly coppered; 750 tons register; JOHN HILL, Commander; loading in the East India Docks.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Printed for the Proprietors by RICHARD KINDER, Millford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Aug. 24, 1868.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 290.] LONDON, MONDAY, SEPT. 7, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	July 6
Yedo	—	—	July 10
Yokohama	May 22	July 10	July 12
Nagasaki	—	—	July 12
Hakodadi			
CHINA — Peking	—	—	July 6
Tien-tsin	—	—	July 9
Chefoo			
New-chwang	—	—	June 30
Hankow	—	—	July 12
Kiu-kiang	—	—	July 13
Chin-kiang			
Shanghai	May 22	July 5	July 13
Ningpo	—	—	July 16
Foochow	—	—	July 19
Formosa—Tamsuy			
Amoy	—	—	June 20
Swatow			
Hong Kong	June 5	July 14	July 26
Canton	—	—	July 24
Macao	—	—	July 24
PHILIPPINES—			
Manila	May 22	July 8	July 17
COCHIN-CHINA—			
Saigon	—	—	July 16
SIAM — Bangkok	—	—	July 5
BORNEO—Labuan			
Sarawak	—	—	July 11
JAVA — Batavia	—	—	July 28
MALACCA STRAITS—			
Singapore	June 19	July 18	Aug. 1
Penang	—	—	July 27

THE MAILS, &c.

The P. and O. Mail, with Hong Kong dates to July 24, and the French Mail of July 26, have arrived, as was expected, almost simultaneously. We are glad to learn that the inconvenience caused by the irregularities in the *Messageries'* time table will very shortly be remedied.

The next inward (P. and O.) Mail, with Hong Kong dates to Aug. 7, will be due in London on the 21st. Telegrams in advance of it (Shanghai, Aug. 1, Hong Kong, Aug. 6) were received *via* Galle on the 27th ult., and will be found in the usual place.

Telegrams *via* Kiachta, from Shanghai, extend to the 15th August.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Syria, arrived Sept. 5.—From Shanghai: Mr. Waller. From Hong Kong: Mr. J. Fraser, Mr. T. W. White, Mr. Daly, Mr W. E. Hunter. From Singapore: Mr. J. Witham, Mr. Trantman (proceeded *via* Trieste), Mr. Armstrong, and four second-class passengers. From Galle: Mr. Tyler, Mr. and Mrs. Kramer, Miss Gerrard, five children and servant.

To Southampton, per P. and O. steamer Nyanza, expected to arrive Sept. 11.—From Shanghai: Captain Browne. From Hong Kong: Mr. Pillis, Lieut. Quinn, Mr James, and one second-class passenger. From Singapore: Mr. and Mrs. Wilson, five children and servant. From Galle: Mr. and Mrs. Sinclair, and two children, Mr. and Mrs. St. Albin and child.

By last Bombay mail to Marseilles, per P. and O. steamer Tanjore, arrived Aug. 28.—From Shanghai: Mr. R. Antrobus.

To Malta.—From Shanghai: Mr. R. Hearne.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, Sept. 5.—To Hong Kong: Lieut. H. F. Gye, R.N. To Singapore: Mr. C. Ross, Miss Isabella Petrie, Mr. E. N. Rose. To Ceylon: Mr. J. W. Simpson, Rev. Dr. Schrader, Mrs. John and child, Mr. A. Morrison, Mr. C. E. Walker.

Per P. and O. steamer Syria, from Marseilles, Sept. 13.—To Yokohama: Miss Wilson. To Hong Kong: Mr. B. B. Meyer. To Ceylon: Mr. and Mrs. Crowe, Mr. F. Fraser.

From Suez.—To Ceylon: Mr. and Mrs. Morgan.

Per P. and O. steamer Massilia, from Southampton, Sept. 19.—To Hong Kong: Mr. and Mrs. F. M. Brown, Mrs. Emily Price, Mr. D. Adam Smith, Mr. Von Glehn, Mrs. Barton. To Singapore: Dr. J. D. Treacher, Rev. J. A. and Mrs. Beckles, Mrs. Caldbeck, Mr. Caldbeck. To Batavia: Mrs. Blake. To Ceylon: Rev W. Clark, Master Henry Baker, Miss Baker, Miss Marshall, Miss Townsend.

Per P. and O. steamer Ceylon, from Marseilles, Sept. 27.—To Hong Kong: Mr. O. Reimers. To Singapore: Mr. J. S. Wienbolt. To Ceylon: Mr. Mercer.

Per P. and O. steamer from Southampton, October 3.—To Shanghai: Mr. A. H. Dawbarn. To Hong Kong: Mr. G. Cass, Mr. Nomuran. To Ceylon: Mrs. and Miss Duncan, Mrs. Robertson and child.

Per P. and O. steamer from Marseilles, October 11.—To Hong Kong: Mr. and Mrs. Robert Brand. To Singapore: Mr. T. G. Knox. To Ceylon: Mr. and Mrs. J. D. Harrison and child, Mrs. Heath.

Per P. and O. steamer from Southampton, Oct. 17.—To Shanghai: Rev. W. A. and Mrs. Russell, Mrs. Pickwood and two daughters. To Hong Kong: Miss Campbell.

Per P. and O. steamer, from Marseilles, Oct. 25.—To Shanghai: Mr. Higson, Mr. W. Watson.

Per P. and O. steamer, from Southampton, Oct. 31.—To Singapore: Lady Keppel and two children. To Ceylon: Lady Ouseley and three children.

Per P. and O. steamer from Marseilles, Nov. 8.—To Hong Kong: Mr. Partridge. To Penang: Mr. and Mrs. J. S. Young.

Summary of News from the Far East.

JAPAN.

HIOGO AND OSAKA.

From Osaka we learn that the Japanese Government has made every reparation demanded by the French for the murder of their countrymen at Sakhai. The *Hiogo and Osaka Herald* says:—Business is not so flourishing as could be desired, and the only thing that this can be attributed to is the unsettled state of affairs in the Japanese Cabinet, joined to the limited confidence native merchants seem to place in foreigners and the Government now in power, confident as they appear to be in the troubles which sooner or later must burst out. It is, however, probable that after the rainy season is over and we have a few fair days that the produce of the country, such as silk, tea, wax, &c., will be brought down, when trade, if not resumed with activity, will at all events be better than the general depression now experienced. It is a matter of difficulty in these times to come to any conclusion as to market rates. Three or four weeks ago, while fighting was going on, and even at the time of the rumoured approach of Aidzu, no demand whatever was made for arms, and the mere fact of enquiries being made for that article, now that we are led to suppose that peace has been established, shows that there is something in contemplation beyond our reach.

Private letters from Hiogo are not so cheerful in tone upon tradal matters as could be wished. Our correspondent, under date the 6th July, says:—"Business for the last month has been at a standstill here, owing to the rainy season, which stops communication with Osaka. . . . The rainy season here, which has already lasted five weeks, has put a stopper on business. The whole place is like a swamp, and we cannot move about. The natives say that a favourable change will take place in about ten days. What with wars, rumours of wars, floods, &c., there is no business in the place. I shall give it a fair trial during this half-year, and if affairs do not improve, sell off my stock and return to Hong Kong. Japan will some day be a great country, but I fear not in our time. When affairs are more satisfactory here I will again forward you correspondence for the *China Mail*."

Owing to heavy floods communication between the two ports was entirely suspended. Numbers of Japanese had been killed through the capsizing of native boats crossing the bar.

The editor of the *Hiogo and Osaka Herald* has, under instructions of his principals of the *Japan Herald*, at Yokohama, made a public apology for some articles he wrote on the recent visit of Sir Harry Parkes to the Mikado.

Sanction has been given by the Prussian and Italian representatives to their subjects to proceed to Neegata for trade, but Sir Harry Parkes still prohibits British subjects from doing the same, till affairs in Japan assume a more settled aspect.

YOKOHAMA.

Advices by the present P. and O. mail extend to the 12th of July. The outward mails of the 18th and 22nd May were received on the 5th and 10th July respectively. The following summary of news is from the *Japan Times*:—

In our last we announced with great pleasure the news of the

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recall to power of Yoshihisa, the ex-Shiogoon. Some have adapted to this Hotspur's sceptical habit of thought with respect to Glendwyr's boasted power "to call spirits from the vasty deep," and Yoshihisa, or rather Yoshihisa's friends, seem to be giving them unreasonably good reason. For, encouraged by the apparent disunion among the foreign Representatives, none of whom have imitated our own in utterly committing himself and his country with the Mikado, the ex-Shiogoon's friends persist in believing that after all, France or America, or that strong naval Power, Prussia, or his important new ally Denmark, will not throw him over—or that some *deus ex machina* will interfere to stop the Mikado and Sir Harry—and will not allow the head of the Tokugawa family to accept the terms offered by his master. Thus they try to prevent his return to Yedo, which they attempt to occupy themselves. But the Southern party have among them some who have learned this much from the school—that two particles of matter cannot occupy the same space at the same time—and as they want Yoshihisa in Yedo, they have proceeded to turn out his friends. This operation was commenced on Saturday, July 4th, and was conducted in this wise. In a part of Yedo, almost the remotest from the foreign legations which are, so to speak, at our end of the town, is a cemetery of the Shiogoons called the Ooyeno. This is situated on a rising ground, defended on the right flank by a small lake, and approachable only, as is the case with most Japanese temples or sacred places, by long straight roads. The place is thus naturally strong, and being moated and surrounded by sufficient walls, is easily defensible by a determined garrison. And the determined garrison was there. For the Ooyeno is in the very centre of a district filled by the discontented, disbanded hatamotos (lesser retainers) and soldiery of the Tokugawa family. These made the Ooyeno their head quarters, whence they have for some weeks been in the habit of sallying forth in small parties and materially harassing the southern nominal garrison of Yedo. This will not seem anomalous to the London mind, if it substitutes for the Ooyeno Norwood or Highgate-hill, and imagines the main points of the capital to be held by a garrison not sufficiently strong to protect all the suburbs. Reinforcements having arrived, however, it was determined to attack this position, and a complete victory has been the result. The Tokugawa men fought like demi-gods, and aided by the strength of their position and a battery of three guns they had in the Ooyeno, which commanded the main approach to the place, held their own through a summer's day. But artillery was brought up on the other side on the following morning—the 5th, and the Ooyeno was successfully stormed. The moral result of this victory of the Southerners is immense. They are, for the time being, so completely masters of the situation that men are even afraid to bury the dead Tokugawa men, whose bodies are allowed to lie, the prey of the wild dogs and the fowls of the air, in the sacred precincts of one of the holiest places of the defeated clan. The Tokugawa men are literally swept out of Yedo, and no man dare harbour one on pain of death.

There is an episode of this affair with which we need not long detain our readers. One of the Mikado's uncles, a Mia, had his official residence in the Ooyeno and has been, carried off by the fugitives. It is stated, but not yet on good authority, that it is the intention of the Tokugawa clan to set him up as a competitor for the Imperial Throne, its present occupant being, as they allege, not a free agent. But this requires confirmation. That he is in the hands of the northern party is certain.

We had news three days ago from the West Coast to the effect that Nee-e-gata would shortly be occupied by the Imperial forces, who were reported to be within fifty miles of it. Should this intelligence be confirmed, the objection to formally opening the port, now entertained by the British Minister, would be removed. The Prussian and Italian Representatives persist in their intention to open it for their countrymen in an informal manner on the 15th instant. We cannot but think Sir Harry Parkes wrong in not going with them on this point. Both Yedo and Nee-e-gata might have been opened, and should have been opened, on the date fixed, April 1st, and *declared neutral ground*, as we declared Yokohama neutral. This would have stopped the fighting and renewed our import trade. But at the same time, it would have been necessary for the foreign representatives as a body, to have declared for the Mikado, and this is what some of them will not do, clinging to the belief that they can restore the old *regime* against the declared will of Great Britain. "Against stupidity the gods themselves fight in vain."

We have to mention the return of the *Ocean* from a cruise south, in the course of which she exhibited her iron sides and big guns to our friends in Kagosima for a week.

A sudden change of wind from the south to north, culminating in a rather heavy gale, did considerable damage in the harbour and something on shore, on the night of the 27th June. Ships came into collision in the bay, and half-built houses went down on the bluff, and the bund was injured to some slight extent. Fortunately no serious damage was done. Another account says, "Much damage was done both ashore and afloat by the typhoon and floods of 27th to 29th June. The P.M.S.S. Company were great sufferers. Their sheds were blown down bodily, a total wreck, not a stick left standing. The *Colorado*, too, had a portion of her upper gallery and one of her saloon cabins stove in and a boat or two crushed. The steamer *Albion's* bows were scraped by the barque *Italy*, her figure-head knocked off and bowsprit broken. Many other minor accidents happened to the shipping. The bridge at Nungi was swept away bodily, and ferry boats made a harvest by keeping up the communication between Yokohama and Kanagawa sides."

Our new municipal director has inaugurated his tenure of office by inviting tenders for a thorough system of surface drainage of the settlement, a most necessary improvement.

NAGASAKI.

The native Christians at Nagasaki have, it seems, at last been sentenced to suffer death, and a body of about 150 of them were, on the night of the 10th July, hurried on board the steamer *Sir Harry Parkes*, to be taken out to sea and there drowned. Some fifty more, chiefly women, were to await another Japanese steamer, and suffer the same fate. Directly they heard what was in contemplation the Foreign Consuls jointly addressed a stirring remonstrance to the Governor, urging him to rescind such a cruel order, but the only reply they received was a recommendation to mind their own business. Another meeting of the Consular body for the discussion of this matter, though too late to do anything towards effecting the safety of the doomed ones on board the *Sir Harry Parkes*, was to be held on Saturday, the 11th July. Surely the authorities of Christian nations will, by some means or other, be able to bring it within the scope of their duties to prevent such atrocities as these. The Jesuits, we believe, claim some forty thousand converts in Japan; if the slaughter has once commenced where will it end? Are the whole of these converts to be sacrificed to the fury of their Heathen rulers?

The following is from the *Nagasaki Times*, a newly-established weekly paper published at this port:—

"We hear that Captain Roper, of the gunboat *Commodore*, has patented an improved screw propeller, and experimented on it in Nagasaki harbour with the steam launch of H.M.S. *Sylvia*, in the presence of the engineers of the fleet. It is said to be a complete success, an average increased speed of 1·92 being obtained. The principle of the patent consists of two screws on the same shaft, one inside and the other outside the rudder. This plan seems to have an advantage over the twin screws, as the same engine drives them and no extra boiler power or machinery is required. The screws being set at right angles, there is more continual hold in the water, consequently less slip. We wish Captain Roper every success."

CHINA.

NEWCHWANG.

A correspondent at this port writes as follows:—

Mr. Williamson, a missionary well known for his travels in Shantung, has just returned from a journey to the confines of Chinese territory in the north. He tells me that he met with great hospitality from the natives everywhere, but I hope he will give us an account of what he saw, which, to judge by his papers on Shantung, could not fail to be interesting.

The foreign custom-house, under the able management of Mr. Macpherson, has always worked well at Newchwang, and the port has been well cared for in the respect of buoys and a lightship, which have made it, instead of the most dangerous, one of the safest places on the coast for the visits of foreign vessels. The new pilot regulations, by which every vessel is compelled to take a pilot, are both successful and popular, and, what is morally important, have made the pilots a better and steadier class of men.

Messrs. J. M. and Co.'s oil and bean cake mill, under the care of an active and able agent, is rapidly rising on land that was a few years ago washed by the tidal flow of our great river. An iron godown is going up around it, and it will certainly be ready to commence operations before the close of the season.

Newchwang enjoys a beautiful climate. For its scenery the less said the better for its reputation. If it has a redeeming feature, that is to be found in the hills to the north, distant some fifteen miles, on which the wearied eye rests with deep relief after wandering over the intermediate flats. In this regard it has the advantage of Tientsin, where, far as the vision ranges, you seek for change in vain.

SHANGHAI.

Advices from this port are to the 18th July. The outward mail of May 22 was delivered on the 5th July.

The following items are from the *North China Herald*:—

It is currently reported at Soochow that Li-hung-chang, disgusted at the treatment he has lately met with, intends to throw up office and retire into private life as soon as his campaign against the northern rebels has ended. But another strange rumour is that Liu-ming-chuen, one of his favourite generals, who has lately retired from command to Anwhey, which is also Li's native province, is said to have summoned his division to join him at the end of the current month. What he can want 20,000 men for in the heart of Anwhey it is difficult to conceive.

Some further particulars regarding the track of the late French expedition from Cambodia have been published. The English expedition from Rangoon to Yunnan is progressing, but has met with much difficulty, and does not promise to result in much commercial advantage.

After a brief period of decay Chinkiang threatens to rise like

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a phœnix from its ashes. We have already spoken of its carboniferous wealth; we now learn that among some minerals which Dr. Macgowan lately analysed for the Taoutai is a very pure specimen of graphite, transmitted from Chinkiang by Mr. Sands, American Consul at that port. The Chinkiang graphite is as valuable as that of Brazil, being almost pure carbon, having but a trace of iron in its composition. Borradaile graphite—Cumberland—which is the best in use, contains four per cent. of iron. In some years the net produce of the six weeks' annual working of that mine has amounted to £40,000. How far the Government of China will be able to protect the mineral wealth which foreigners are bringing to light remains to be seen. We hope these treasures will not, through a want of wisdom on their part, prove to be a calamitous gift of nature.

The new steamer *Hongque*, built by Mr. J. P. Roberts, made a successful trial trip on the 13th inst. She is to be employed on the Yang-tsze, by Messrs. Olyphant and Co.

Two amusing notifications have been issued by the Shanghai Chih-hien, inculcating female propriety. One of them strongly recalls a recent utterance by the Pope on the same subject of ladies' dresses.

At Chefoo further preparations are being made to push forward the working of the mines. The principle is a wise one—to work them first, and ask permission afterwards.

The *Supreme Court and Consular Gazette* says:—"During the past week there has been scarcely a single occurrence of importance to notice in Shanghai, and the news from the outports has been of little moment. The Chefoo goldfields are likely to be worked, two foreigners having made arrangements to enter upon operations. Beyond this we have not any news from the North of a definite nature; but it does not appear that affairs are becoming more secure. The *Shanghai Recorder* states that a Tartar general of high standing and reputation, by name Too-Sing-Qua, has been appointed to the position of generalissimo of the forces in Chili, and has full powers of a dictator conferred upon him, being able to inflict the punishment of death without referring to Peking, and also that the authorities at the capital are taking steps to condemn Li-Hung-Chung for leaving his post without suppressing the Nienfei rebellion.

"It has been decided by the Chinese authorities to convey the usual rice tribute, this autumn, to Peking *via* Tientsin, in foreign steamers.

"A rumour has gained considerable currency among the Chinese, that arrangements are being completed for obtaining the assistance of Europeans in the six Government boards at Peking. Mr. Hart's lengthened stay at the capital, is not improbably the origin of this statement; but although it may indicate that some improvements of this natnre are in contemplation it is evidently an exaggeration upon whatever fact is at bottom of it.

"Chun, the magistrate at the mixed court, who it was rumoured has been degraded on the appointment of Yeh, Che-Hsien, to the post of Hai-fang-Ting, is to be appointed Tung-Chi, and will, therefore, continue to act in his former capacity.

"We hear upon good authority that the China branches of the Agra Bank will in all probability be again opened."

The *Shanghai Recorder* has one or two items of interest:—"We hear that considerable feeling has been manifested relative to the erection of the jetty opposite Messrs. Russell and Co.'s, and that a protest against this action of the Council in granting the permission, as being in excess of their authority, will be circulated for signature.

"We are informed, upon good authority, that Sir Rutherford Alcock purposes returning to England during the present year. It is not stated whether he intends to resign his office, or whether, as is not improbable, he may return home for a time with the object of 'assisting' in the revision of the treaties. If he adheres at home to the principles which he has advocated out here, he will certainly be of more service to the Chinese than their paid Minister, Mr. Burlinghame."

A new building for purposes of amusement has been opened at Shanghai. The "Alhambra," as it is called, is quite suitable for the purpose for which it is intended—well lighted and ventilated and sufficiently capacious. The formal inauguration of the music-hall, forms, we think, a noticeable epoch in the social era of this settlement.

Messrs. Kroes and Co.'s line of steamers from Shanghai to Nagasaki and Hiogo has, we hear, been strengthened by the purchase of the steamer *Mona*, which is intended to run in turn with the *Fee-loong* and *Osaka*. The latter steamer will, it is said, lie up for a time for necessary repairs as soon as the *Mona* takes her place on the line.

The news of Mr. Fitz-Roy's death at Nagasaki had reached Shanghai, and the *Herald* has the following tribute to his memory:—"From Nagasaki we learn with great regret the death of Mr. Fitz-Roy, late Commissioner of Customs at Shanghai. The news will be received by the service and by the community as a calamity. During the time of his residence in the settlement Mr. Fitz-Roy had won the regard of the residents of all nationalities. His patient attention and habitual courtesy towards all those with whom he was brought into official contact, and his general kindliness towards those who knew him more intimately, will not easily be forgotten. Up to March last Mr. Fitz-Roy's health had been good, but latterly he has been gradually weaker, and since his departure for Japan the news transmitted to his friends has been less and less hopeful. He had seen much work in various climates, and had never spared himself in the discharge of his duties. He was appointed Commissioner of Customs in his Imperial Majesty's Service at Canton, July 1st, 1859. Mr. Fitz-Roy has since served in our midst, and, throughout the whole period of his tenure of office, exhibited the warmest interest in the welfare of the service. His death makes a gap which it will not be easy to fill, and his memory as a high-minded Christian gentleman will be cherished alike by his kindred, by his friends, and by the public."

The *Herald* concludes an article on the tea trade with the following sentence:—"We fear, however, that as long as the buying continues to be spread over so large an area no radical change will be made, although until such a change is made a return to a steady and safe trade cannot be hoped for." Apart from the considerations offered above, the concentration of markets is the only remedy; and were Hankow closed to-morrow, and the Yangtze steamers run alone on Chinese account, our present lamentations would rapidly give place to confident auguries of a happier future—for tea.

The following Hydrographical notice is published:—On and after the 18th day of July, 1868, the lightship moored at the entrance of the Yang tsze-kiang will exhibit, between the hours of sunset and sunrise, a "Red Revolving Light" at intervals of twenty seconds. The light is 38 feet above the level of the sea, and is visible 12 miles from a ship's deck of 16 feet elevation. The light vessel is painted red, has one mast surmounted with a ball. A gun is fired from her to attract attention when a ship is observed running into danger; and the signal, by Marryat's code, of the course that should be steered is then exhibited. In thick or foggy weather the "Fog Bell" (worked by clock-work) is set going, striking every sixteen seconds, and can be heard in calm weather at a distance of two miles.—J. M. HOCKLY, harbour-master.

DINNER TO MR. CONSUL WINCHESTER.

A public dinner was given to the above-named gentleman prior to his departure from Shanghai, at the Shanghai Club. It was very well attended, about ninety guests, including the leading members of the mercantile community, sitting down to table. Several members of the Consular body and other gentlemen of note were present. Mr. F. B. Johnson (of Jardine, Matheson, and Co.) presided.

The principal feature of interest was of course Mr. Winchester's reply to the speech in which the Chairman proposed his health, which we therefore give in full:—

Mr. Winchester said he should be very cold and insensible if he did not appreciate the kindness and compliment shown him by those present, in asking him to meet them that evening. Though he could not excuse the inadequacy of his words by the plea of being unaccustomed to public speaking—for they knew it was ofttimes his duty to address them on themes not so pleasant as the present; themes on which one would much rather not have to speak—yet he felt that no terms could sufficiently express the feelings which caused this to be the proudest moment of his life. Though he was conscious he was not worthy to be spoken of in the handsome terms employed by the chairman, and though he felt he had done little to merit this testimony of their regard, he could say that if he had not so, he had at least tried. When he first heard of the intention to pay him this compliment, it had set him thinking of what had taken place during the past three years, and he had come to the conclusion of his critic in the *Evening Express*, that he had done very little to merit their approbation. He had connected his name with no striking object. He had been unable to help forward any important public improvement, not that he had not done all that he could do, more especially in public matters, because he knew that there was there no clashing with private interests—but he felt the kindness (of his hosts) was greater than his deserts. He was also conscious that, however much he had tried to conciliate all his countrymen, he had nothing of that natural faculty for acquiring popularity which was an essential gift. It was not as though they heard the joyous peal of his worthy colleague Markham resounding through the hall, calling up a brighter look on every one's countenance. But he at least could not accuse himself of having sought, either in the press or out of it, by the arts of those who seek popular favour, as an end in itself, to keep his name constantly before them. He valued their kindness as setting a seal of approbation on his earnest desire to do his duty justly towards all men with whom he came in contact. If he had succeeded in convincing them that this was the object of his desire, he had been successful beyond his hopes. There might be something, too, as the chairman had remarked, in his name having been now before the public for nearly a quarter of a century. He was pretty well known in China, if only by those who read the northern newspapers. When he landed in Hong Kong in 1842 he came to meet a generation of merchants, whose names had passed into household words. There were the Alexander Mathesons, the T. A. Gibbs, the Lancelot Dents, the Duncan Fletchers. These had been all gathered to their fathers, or had disappeared from China. They had been succeeded by another generation bearing the same patronymics, and these had been in turn succeeded by others, of whom the chairman and others present that evening were not unworthy types. So he could say he had known three generations here. It was not everyone could boast so long a

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knowledge. But after their kindness to him it would ill become him to detain them by an egotistical speech detailing the changes he had seen. He could, he dared say, keep them by the quarter-hour in talking of Hong Kong before it became a royal colony; when the only merchant's house on it was a godown occupied by a brother of his friend whom he saw sitting at this end of the table. At Canton there was then only a factory where no one was permitted to live save the servants of that great Company whose legacy to their country had been one of the finest empires in the world. He might tell them of his arrival in Amoy, where he had landed with a box of stationery to grope his way to what were then ill-understood duties. But these reminiscences, however agreeable to himself, would not be so to those present. He would ask them, therefore, to let him thank them once more for the honour they had done him, and to assure them that when the last glimpse of China faded from his views he would not have taken his last leave of his friends there. Wherever he might be, his thoughts would turn to them and their kindness. It was impossible for a man to have received more support than he had done in this community. Never had he suggested a useful object for which he had failed to get assistance. If he spoke, therefore, with gratitude, he did no more than was due from him. If he were now permitted to retire, he should carry into the seclusion of a Highland cottage ardent recollections of his friends in China.

THE LATE EXPEDITION TO KOREA.

Mr. F. H. B. Jenkins has been tried in the U. S. Consular Court, for being concerned in the unlawful expedition to Korea. The prosecution broke down, failing to connect Mr. Jenkins distinctly with the case, though he advanced money to its actual promoter and accompanied the expedition. A steamer was chartered and a number of men taken, with the object, according to the prosecution, of exhuming the body of a deceased sovereign of Korea. Whether it was expected to find treasure in the grave, or whether the body was to be used to extort money from the Koreans, does not clearly appear. At any rate they failed to get at it, and retired. Mr. Oppert, a Prussian subject, who was prime mover in the expedition, declares his object was to endeavour to negotiate a treaty with Korea; but it is strange that he was not accredited by any Government. A French priest is also mixed up. Perhaps further inquiry by the Consuls of either of these individuals may elicit the actual facts.

The *N. C. Herald* has the following comments on the mysterious affair:—"Mr. Oppert's last voyage to Korea deserves to rank with that of Amyas Leigh to Mexico, and needs the pen of a Kingsley or an Edgar Poe to describe it as it deserves. There is material in it for a novel of the first water; just sufficient fact to build upon, and mystery enough to afford unlimited scope for imagination. All we positively know is that the *China* and a small steam tender were chartered for a voyage to Korea, that some hundred and fifty men besides the crew were taken in her, and that, on arriving at the Korean coast, Mr. Oppert and his bodyguard went off in the tender, remained about thirty-six hours, and returned discomfited. But of rumours as to what passed in the interval, of the object of this strange night excursion, of mysterious combats with the natives, of men wounded, of graves laid open, of treaties miscarried, of calves stolen, of kings exhumed, of golden coffins, and anticipated contracts for piece goods, there is wealth and to spare. Our readers can construct their own theory at will, after perusing the evidence given before the United States Consular Court, in the course of Mr. Jenkins' trial for setting on foot an unlawful expedition to that country. From the result of that trial it is evident that Mr. Jenkins was a wondering participator in these events, ignorant alike of the nature and design of the expedition which he accompanied. He certainly lent Mr. Oppert Tls. 5,000 and sold him some cases of muskets; but he neither asked nor was told the object of the loan or of the arms. He wanted a trip and went as a passenger, with a proper passenger ticket. There was certainly no jot of evidence to connect him more closely with the affair. We are simply left to wonder at his lack of curiosity and at Mr. Oppert's reticence. Even up to the present moment we have to rest content with the latter's assurance that the secret was not his to communicate, and to hope that further inquiry may disclose the original proprietor, from whom it may be eventually wormed out. Mr. Oppert does give us one hint. He says he went to make a treaty and establish an embassy. He was not apparently an authorised agent of his own or of the Korean Government, but he had reason to believe that the latter would come to terms, and, having carried his negociation to a successful issue, he hoped to make an immediate contract which was to remunerate him for the risk and outlay of the trip. On this slender prospect he was willing to incur the large and certain expense of chartering a steamer, and Mr. Heinsen so thoroughly caught his philanthropic fire, that he was willing to dispense with material guarantee for payment. He would have trusted Mr. Oppert implicitly, although believing him to have no money.

"What passed during that midnight excursion who shall disclose. Mr. Oppert will not. Diplomacy is privileged to shroud itself from the vulgar gaze. Stripped of its mystery, it would sink to the level of every-day business. So we are dependent on a Chinese member of the expedition for an account of its proceedings. He deposes to having gone a long way up a river, to having landed with his companions and marched some distance inland, to having come to a grave and dug deeply into it, until a big stone put a stop to further research. The irresistible inference is, that Mr. Oppert expected to find a treaty in the sarcophagus; and that, to the thickness of the superincumbent stone, foreigners may attribute their prolonged exclusion from Korea. Whether the treaty was an obsolete one, buried with the body of its royal author, or whether it were a new one, deposited in this secret spot by some timid official whose fears deterred him from personal communication with barbarians; whether the grave contained a talisman that was to induce an immediate desire to purchase piecegoods, at any cost, from its possessor; or where the specie was to come from which was to freight the *China* on her downward voyage—who shall now say. Mr. Oppert's effort has been frustrated, and Korea remains closed to the outer world. People ask, with interest, whether there is to be any further inquiry into this mysterious case. For, however convinced of the meritorious object of the voyage, they still want the mysterious connection of the golden coffin, the miscarried treaty, and the unsigned contract unravelled. They stand aghast, at present, before the daring combination of plucky speculation and philanthropic enterprise, which Mr. Oppert has disclosed. They fail to trace the action of the priest, who flashes like a meteor through the tale; and they want to know whether, in the pure interests of public curiosity, the Prussian and French Consuls are going to hold judicial inquiry into the circumstances of this wondrous voyage."

FOOCHOW.

A rumour, based, we believe, upon actual fact, has reached us to the effect that serious embarrassment is being experienced in carrying out the design contemplated by the projector of the Foochow Arsenal. The account given from one quarter, that operations had actually been suspended, is probably exaggerated, but there is no doubt that the expenses of so vast a scheme are telling seriously upon the resources of the local mandarins. The completion or abandonment of the project, however, is less interesting to foreigners in China—naturally excepting those directly interested—than the course of action to which repudiation by the Chinese would give rise on the part of France. That country, after having, conjointly with Great Britain, spent a little time, blood and treasure in enforcing the theory of "centralisation," so far departed from her avowed policy as to permit certain French subjects to enter into an engagement with the provincial authorities of Fuhkien for the construction of an arsenal and dockyard, without (ostensibly) securing any guarantee from the central Government that the engagements entered into would be faithfully performed. The point of interest to be developed in the case of the scheme having proved abortive is therefore the action which the French authorities will thereupon take. They would be somewhat in a dilemma. If they demanded compensation from the Imperial Government, and thereby recognised the centralisation policy, they would place themselves in an invidious position towards Great Britain and the treaty Powers, inasmuch as it would be obvious that they had sanctioned the formation of an arsenal and dockyard in China by French subjects, under French protection, a most decided violation of the "co-operative policy" as at present understood. If, on the other hand, satisfaction were to be demanded and obtained from the provincial authorities direct, that step, however admirable, would be in direct opposition to the "policy of centralisation." The third alternative, that of treating the French *employes* of the Viceroy as individuals who must stand or fall by the will of their employer, would, although unexpected, be not less a matter of great interest to all residents in China, when the designs with which France is credited are considered. For our own part we shall be unfeignedly surprised if this line of action be taken. It is not of course certain that there will be a necessity for action of any kind, as it is more than probable that the Imperial authorities would come to the rescue should the Viceroy find himself unable to carry out the comprehensive ideas which he has projected. But should cause of embarrassment occur the policy pursued by France in this matter cannot but materially affect the relations of all other foreign Powers with the Peking officials.

HONG KONG.

From this port we have advices to the 24th of July by the P. and O., and the 26th by the French mail. The outward mail of June 5 was received on the 14th July, with London telegrams to June 27. The *Ellora*, which brought the homeward mails down from the North, was caught in a severe typhoon at the mouth of the Yang-tsze-kiang, and had to anchor.

The only topic of local interest is an attempt on the part of the Canton Government to establish a *cordon* of Custom houses on the stretch of mainland immediately opposite Hong Kong, for the purpose of collecting a *Le-kin* (or war duty) on opium. The *Overland Trade Report* gives the most concise account of the affair:—"His Excellency Jui, Viceroy and Commander-in-Chief of the Two Kwang Provinces, has issued a proclamation, in which he refers to the very well-known fact that of opium imported into China from Hong Kong not one-eighth pays any duty whatever into

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the Imperial or provincial coffers, and points out that the revenue must no longer suffer from the abuses that have evidently prevailed hitherto. He further denounces the crime of those who, without authority, have attempted to levy these duties on the high seas, although, at the same time, he cannot sympathise with the sufferers who have only, as he says, reaped the just reward of their crimes in attempting to smuggle opium and piece goods into China. To put an end to all further difficulties as to the collection of the opium taxes, his highness announces the establishment of stations, one in the Cap-sing-moon, one at Kowloong, and one in the Ly-ee-moon, to which Chinese traders are invited to resort, pay their *Li-kin*, obtain a permit and other papers, and pass on free from all further imposition save the regular and import duty, payable at one or other of the open ports.

"If the Viceroy's proclamation meant nothing more than what it purports on the face of it to mean, and if it could be certain that no other duty would be levied at the stations named than the Li-Kin or war-tax imposed upon opium, there would be no just cause of complaint. When the Chinese Government legalised the opium trade, the utmost license was given them as to what duties they should impose on it, when once it had passed into the hands of Chinese. The transit duty clause does not apply to opium. The European merchant has no right to accompany it into the interior. It is not asserted for a moment by any one, even by those most opposed to the Chinese view of the case, that the Chinese have not full power to establish custom-houses on any part of their own coast, if only a stone's throw from our border. The danger is that these custom-houses, once established, will be used for other than the purposes indicated in the Proclamation of Jui, and that not opium alone, but piece goods of all sorts will have duties levied on them far in excess of those authorised by treaty. The native population of this colony are almost paralysed with fear, and for the time being all business is at an end.

"Perhaps the most noteworthy fact in connection with this affair has been the discovery, it is said, that with a degree of barefaced impudence to be found only among the Chinese, the Viceroy had authorised the establishment in this city of one of his opium-tax stations, and that a very well-known Chinese resident, Ho-Alloy, late interpreter at the police court, was in charge."

Inspector Daly, the pirate hunter, has already commenced to prosecute masters of junks who have not disarmed, according to ordinance. A junk-master and his crew were charged with having had a number of muskets and hand-grenades (or stink-pots) on board their junk, contrary to the third and fourth sections of the ordinance. Mr. Deane informed the Court that due notification in Chinese had been given. The master was fined twenty dollars, and sent to hard labour for fourteen days; while the crew were each fined one dollar, besides four days' hard labour. It is supposed that forfeiture of the junk and apparel will not be strictly enforced by Government for the first offence.

A gentleman has furnished us (*China Mail*) with an account of one of the most horrible of the many horrible incidents peculiar to the coolie trade which we have yet published:—"I drop you a few lines, which I am sure you will give space to. The Italian ship *Theresa* arrived in Macao yesterday morning, having left that port for Callao about five months ago, and brings with her one of the most dreadful tales of mutiny which I have heard for many years. It appears from the statement of the captain, Bolos, that she sailed from Macao, with 296 coolies and a general cargo of silk, tea, &c., on the 3rd of February last. Things seem to have been as usual, and after a passage of sixty-two days land was sighted, which proved to be New Zealand. While the men were employed in the fore part of the ship, a rush was made aft by the coolies to seize the cabin and arms, which they accomplished, and before ten minutes had elapsed twelve of the crew were killed, cut to pieces and thrown overboard; the second mate was also killed on the top-gallant fore-castle, while fighting manfully, by one of the ship's crew, who shot him with a rifle to save his own life. The mate had seventeen wounds, and was placed in irons, and after eighty days' torture, such as driving nails into his head, &c., was killed about two days before the ship arrived off the coast of China. But now comes the most horrid part of this story. The Hakkas and Puntis, after the ship was taken, had a free fight, and in less than two hours fifty were killed and their heads taken off; after which they were placed in boxes and put in the ship's hold. The stench after sixty days was dreadful, and to add to this the captain's wife was placed in the 'tween decks and not treated with the greatest kindness. There is no doubt but the greater part of the coolies were pirates, as they made the captain steer for the harbour of Tin-pack, and had quite a knowledge of the use of the compass and of the chart. The ship, after anchoring in the port of Tin-pack, was stripped of everything of value, and in this plunder we are informed the Mandarins gave every assistance. The ship's name was taken off all her boats, and after many trials she reached Macao Roads yesterday with a crew of about eight Europeans alive, including the captain's wife."

An earthquake was experienced on July 5th, at 7.45 P.M., which completely destroyed the walls round the British Consulate at Tamsui, but we are glad to hear there were no lives lost.

INQUIRY INTO THE LOSS OF THE "BENARES."

The following decision has been arrived at by a Naval Court held to enquire into the loss of the P. & O. S. *Benares*.

"The Court having carefully weighed and considered the whole of the evidence are of opinion:

"1st.—That although all due precautions were taken by the master to steer the *Benares* in the usual track of steamers, we consider that the influence of the tide took her somewhat out of her course at a place where it is not possible to ascertain with any accuracy either the set or velocity of the tide. Looking at the distance of the spot on which the ship struck from the usual track (only about 2½ miles), and bearing in mind that at least ten minutes elapsed, during which the vessel went at least a mile through the negligence of the officers on the look-out, and not of the master, Mr. W. McCulloch, and seeing that the master was during that time looking at his chart, the Court is of opinion that no blame attaches to Mr. McCulloch, master of the ship *Benares*.

"2nd.—Considering that Mr. Richard Cumberland, junior officer of the watch, did not use the ordinary and obvious precaution, after seeing the land ahead, of hailing to have the ship stopped, orthe helm shifted, but left the forecastle to communicate personally with the officer of the watch, whereby time was lost; and considering that Mr. Henry Hudgell, officer of the watch, who had been left in charge of the vessel, after the supposed land had been pointed out to him, did not at once either stop the vessel or shift her helm, as was his undoubted duty, but went leisurely down the ladder to look for the master, thereby losing time enough to have reversed, and in all probability have saved the ship, the Court is of opinion that the *Benares* was lost by the negligence of Mr. Richard Cumberland, junior officer of the watch, and Mr. Hudgell, officer of the watch.

"The Court doth therefore suspend the certificates of the said Mr. Cumberland and Mr. Henry Hudgell for a period of six months.

"And the said Mr. Richard Cumberland and Mr. Henry Hudgell's certificates are hereby suspended for six months, and the said Mr. William McCulloch, master, and the other officers of the ship, are hereby acquitted of all blame accordingly."

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates from this port are to the 1st August. The outward French and English mails of the 18th and 19th June arrived out on the 19th and 22nd July respectively. There is absolutely no local news worth recording, the only item of interest we can find being the following paragraph from the *Singapore Daily Times*:—

"The propriety and need of establishing a British Consul in Saigon have at last attracted the attention of Government. The question, we learn, has been submitted by H.E. the Governor to the Chamber of Commerce here for their opinion and suggestions, and they have unanimously approved of the idea, and recommended that a paid official should be appointed for that post without delay. There can be no two opinions on the point, and indeed it is a matter of marvel why a British Consul has not been sent to Saigon long before this. Saigon is large and important enough to have merited the distinction long ago. It is one of the most important outlets for this market, and certainly the interests of British subjects there require as much looking after and protection as they do in Bangkok, where a British Consular establishment has been long in existence."

LATEST TELEGRAMS.

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(RECEIVED VIA GALLE, AUGUST 27.)

HONG KONG, AUGUST 6.—Gray Shirtings, 6¼ catty, $2.85. Water Twist, $130. Cotton, $17. Tea, large speculative sales; total export, 71,500,000 lbs.

Exchange on London, 4s. 5¼d.

SHANGHAI, AUGUST 1.—Gray Shirtings, 6½ catty, taels 2.30. Cotton, 19 bales. Tea, Congou, held firmly. Silk, active, but unchanged; settlements in fortnight, 5,500 bales; export to date, 22,500 bales.

Exchange on London, 6s. 2¼d. Freights, £4 10s.

(RECEIVED VIA KIACHTA, SEPTEMBER 2.)

SHANGHAI, AUGUST 15.—Exchange on London, 6s. 3d.

THE EVER-VICTORIOUS ARMY.—The *Pall Mall Gazette* has a review of Mr. Wilson's new work on Colonel Gordon's campaign, commencing thus:—"This able and interesting volume, by a writer who has given close attention to Chinese affairs, and has had the advantage of residing for some time in the country, appears at an opportune moment. Just now peculiar interest and importance are imparted to everything bearing on the condition of China by the approaching revision of the treaty of Tientsin. In choosing a title Mr. Wilson has done his work some injustice, for while he paints a graphic picture of the Taiping movement and the feats of Colonel Gordon and his 'Ever-Victorious Army,' he also gives a full account of the social and political development of the Celestial Empire; and his book is therefore one of wide scope and varied information." This from the *Pall Mall Gazette*—a paper whose critics are difficult to please, and by no means sparing with the rod—is high praise indeed.

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Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Since last report a long continuance of stormy weather, and some desultory hostilities at Yedo, had interfered with trade, reducing transactions to a very small scale. Grey Shirtings were still neglected, and Yarns rather lower in price; while nothing had been done in other goods. Deliveries were small, and stocks again increased by the arrival of the Grasmere with a general cargo. The quotations were:—Grey Shirtings: 7 lbs., 38½ yards 39 inches, $2.45 to 2.50 per piece; 8 lbs., 4 to 8 lbs., 8 yards, $2.90 to 3.0; 9 lbs., 44 inches, $3.25 to 3.35. Cotton Yarn—Nos. 16 to 24, $49.0 to 51.0 per picul; Nos. 28 to 32, $51.0 to 53.0; Nos. 38 to 42, $51.50 to 53.0.

SHANGHAI.—Cottons: In Plain Cottons a satisfactory business had been transacted, and a stimulus to trade had been imparted by the reappearance of the Tientsin dealers as buyers in the market. Grey Shirtings, both 7 lbs. and 8¼ lbs., especially the latter, had been in good demand at higher prices; heavy weights had also met with good inquiry. White Shirtings had been freely dealt in, but at very low figures. Drills, both American and English, had continued in good demand at last mail's rates. T-Cloths, 6 lbs. and 7 lbs., had met with ready sale, the attention of buyers having been directed chiefly to good ordinary makes. Fancy Cottons, with but few exceptions, had been difficult to move. Woollens: Spanish Stripes had attracted a considerable amount of attention at former quotations. Medium, Broad, and Habit Cloths had been sparingly dealt in. Camlets had been dull of sale. Long Ells had not commanded much attention, either for Scarlet or Assorted colours. Lastings had met with but little inquiry. Metals: Nail Rod and Bar Iron had been in good demand. Hoop and Pig had been dull of sale, and prices of such were lower. Lead had declined in value in the face of large importations. Tin Plates and Steel had been in small inquiry at quotations. Quicksilver had not been inquired for. Coals: There was little change in the state of the Coal market generally—prices were in some instances rather lower. The arrivals were: English, 3,900 tons; Australian, 1,489 tons; Japan, 400 tons; Keelung, 1,865 tons; total, 7,654 tons. The current quotations were as follows:—Grey Shirtings, 38½ yds., 39 in., 7 lbs., per piece, Tls. 1.9.5 to 2.0; 8¼ to 8½ lbs., Tls. 2.2.5 to 2.3.2; 9 to 9¾ lbs., Tls. 2.7.5 to 3.4.0; White Shirtings, 40 yds. 36 in. 52 reed, Tls. 1.7.5 to 1.8.0; 56 reed, Tls. 1.8.5 to 1.9.5; 60 reed, Tls. 2.0.0 to 2.1.0; 64 reed, Tls. 2.2.0 to 2.2.5; 66 to 72 reed, Tls. 2.3.0 to 2.6.5; American Drills, 40 yds. 30 in. 15 lbs., Tls. 4.1.5 to 4.3.4; American Jeans, 30 yds. 30 in. 10½ lbs., Tls. 3.3.5 to 3.4.0; American Sheetings, 40 yds. 40 in. 15 lbs., Tls. 4.2.0 to 4.3.0; English Drills, 40 yds. 30 in. 12 to 15 lbs., Tls. 3.8.0 to 4.2.0.; T-Cloths, 6 to 7 lbs., 24 yds. 32 in., Tls. 1.5.0 to 2.1.3; 8 to 8.4. lbs., 24 yds. 36 in., Tls. 2.2.0 to 2.4.0; Spanish Stripes, Tls. 0.5.5 to 0.7.0 per yard; Medium, Broad, and Habit Cloth, Tls. 0.8.0 to 1.0.0; Camlets, English, S., 56 yds. 31 in., Tls. 13.0.0 to 13.5.0 per piece; S.S., Tls. 12.5.0 to 13.2.5; S.S.S., Tls. 9.0 to 10.0; Iron, Flat and Round, Tls. 2.4.5 to 2.5.0 per picul; Nail Rod, Tls. 2.5.0 to 2.5.5 per picul; Hoop, Tls. 2.2.0 to 2.2.5 per picul; Pig, Tls. 10.0 to 14.0. per ton; Lead, 6.6.0 to 7.0 per picul; Tin Plates, Tls. 4.9.0 to 5.1.0 per box; Steel, Tls. 4.0 to 4.1.0 per tub; Quicksilver, Tls. 49.0 per picul; Coals—English, Tls. 9.7.5 per ton; Cardiff, Tls. 10.5.0 per ton; American, Tls. 13.0 per ton.

HANKOW.—Business in Piece Goods had been more restricted during the fortnight, but staple articles had received a fair amount of attention. Grey Shirtings had undergone no material change in values; closing quotations were Tls. 2.2.3 to 2.2.7 for 8¼lbs. and Tls. 1.9.3 to 1.9.6 per piece for 7lbs. White Shirtings had been difficult of sale, at a reduction in rates of 5 cand. to 1 mace per piece. T-Cloths had been in large supply, but former quotations, excepting those for the finer kinds, had been well maintained; 8 lbs. goods had been more enquired for. Drills, owing to large supplies, had given way in value slightly. Fancy Cottons had been in the most trifling enquiry. Camlets had been in very moderate request. Lastings had been most difficult to move, even at reduced quotations. Long Ells had not been so active, and quotations for Scarlet were 5 cand. to 1 mace per piece lower. Spanish Stripes had been more enquired for, but at low prices. Figured Orleans had not been wanted.

FOOCHOW.—The sales reported during the fortnight had been as follows:—1,600 pieces, 8¼ lbs., Grey Shirtings, at $3.40 to 3.50 per piece; 1,000 pieces, 7 lbs., Grey Shirtings, at $2.90 per piece; 600 pieces, 7 lbs., T-Cloths, at $2.75 per piece; 1,000 pieces, at 7¼ lbs., T-Cloths, at $2.60 per piece; 850 piculs, Lead, at $10.50 to 11.00 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s report dated 23rd July:—Cotton Yarn: Two parcels of 50 bales each have been taken by a foreign speculator, but native dealers have kept aloof, and prices are $2.50 per bale lower. Piece Goods: A moderate business has been done in 8.4 lb. Grey Shirtings, 6 to 7.2 lb. T-Cloths and Drills. 8.4 lb. Grey Shirtings are in very large stock, and all but the best chops are 5 cents lower. Of the sales reported, 15,000 pieces were sold some months since at $2.90 "to arrive," and resold at $3.00, but on arrival were refused by the purchasers as not equal to muster, and were sold some ten days ago to *four* large dealers combining as one buyer at $2.75. White Shirtings are not wanted, and are down fully 10 cents per piece. 7 and 7.2 lb. T-Cloths are 5 cents lower. In addition to the sales of Drills reported under our list of quotations, about 2,100 pieces Dutch Drills have been taken at $4.60 to $4.70. 30 yard English Drills are inquired for, and there is some little demand for American Drills, holders of which are very firm at our quotations. Woollens: Almost all descriptions show a further decline, the exceptions being Scarlet Long Ells, Spanish Stripes, and 10 lb. Blankets, quotations for all of which are, however, nominal. Metals: A moderate business has been done. Nail-rod Iron is again lower, and best qualities of Bar are down 10 cents per picul. Hoop Iron, Wire, Steel, and Tin Plates are unchanged in value. Lead is again lower. Quicksilver is saleable only at lower rates. Coal: Arrivals have been 1,013 tons Welsh, to consumers, and 900 tons Sydney. About 1,700 tons Anthracite have been taken at $12.15 and 600 tons have since been resold at the same figure, and 250 tons at $12.50. There are buyers but no sellers of Welsh at $14, and sellers, but no buyers of Sydney at $9.75 to 10.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The continued heavy rains having greatly interfered with supplies, the business of the fortnight had been considerably curtailed, and settlements were computed to be about 1,000 piculs, principally of leaf of medium quality, both for the London and American markets. Arrivals of new leaf had been very small, of inferior quality and much mixed with old; quotations for same, in the absence of stocks, must be considered nominal; parcels of last season's Teas had been settled at prices as last quoted. Stocks were much reduced, but large supplies were expected to arrive as soon as the weather improved. The Benefactress, 524 tons; the Alexandra, 306 tons; the Parmenio, 869 tons; and the Italy, 278 tons, were loading for New York, the latter chartered at £3 15s. per ton of 40 cubic feet. Quotations were:—Common, $16 to 20 per picul; Good Common, $20 to 22; Medium, $22 to 24; Good Medium, $25 to 28; Fine, $30 to 31; Finest nominal, $33 to 35; Choice, $36 to 40.

SHANGHAI.—Black: A very important business had been transacted during the fortnight. Large supplies, especially of Ningchow descriptions, had come forward, and natives had displayed much readiness to quit their holdings at declining prices. Common Teas had been bought at lower rates. The fall in prices since last mail was quite Tls. 2 per picul, but medium and good sorts were still Tls. 3 to 5 over last year's rates, and inferior kinds not less than Tls. 4 to 6. The market closed decidedly quiet, owing in a great measure to the very large purchases and shipments of the fortnight. The stock remaining was large. Settlements for the fortnight, 40,000 chests; re-shipment on owner's account, 32,000 chests; stock, 17 chops, or 36,180 packages. Quotations, duty paid, exchange for credits, at 6s. 2¾d. per tael, and freight at £4 10s. per ton:—Hohow, common to fine 1s. 3d. to 2s. 0½d.; Oonam, common to fine 1s. 4d. to 2s. 0¾d.; Ningchow, Common to Fine, 1s. 4½d. to 2s. 2¾d.; Oopack, Fair to Good, 1s. 8d. to 1s. 9½d. per lb. Green: A fair business had been transacted at slightly easier rates, with the exception of a chop of new Hoochow tea, bought at Tls. 38½. The purchases of the fortnight consisted of Pingsuey descriptions, and prices of these had ranged from Tls. 35 to 41¾. Several chops of Hoochow Tea were on offer. It was stated that Fychow and Moyune Teas would arrive early this season, and first chops of the former kind were looked for in about three weeks. The stock on offer was increased. Settlements for the fortnight, 8,000 half-chests; re-shipments on owners' account, 2,150 half-chests; stock, 16 chops, or 15,728 half-chests. Quotations, duty paid, exchange as above:—Gunpowder, 1s. 6d. to 3s. 10d.; Imperial, 1s. 3d. to 2s. 8d.; Young Hyson, 1s. 2d. to 2s. 10d.; Twankay, 10d. to 1s. 3d.

HANKOW.—Shortly after the departure of the last mail the market assumed a quiet appearance, and prices declined. Since then, however, second crop Oopacks had arrived, and these had been in much demand at Tls. 20 to 25 (1s. 7½d. per lb.). The quality of the second crop produce was, upon the whole, inferior to that of last year. Shuntamoor kinds had been bought at Tls. 16.6.0 to 18.2.5; Lyeling, at Tls. 20.5.0 to 21.5.0; and fair Oanfaas, at Tls. 23.5.0 to 25.0.0. Quotations were: Oopacks, medium to good, Tls. 20 to 27, equal 1s. 6d. to 1s. 10¾d. per lb.; Oonams, medium to good, Tls. 16.6.0 to 28.5.0, equal 1s. 3¾d. to 1s. 11¾d. per lb.

KIUKIANG.—A very moderate business had been done in Black teas at irregular, but, on the whole, lower prices. It was generally believed that the second crop would not be a large one, and a falling off in the shipments to Shanghai would soon be apparent. New Moyunes were expected to arrive in about a month's time, and, it is said, will cost laid down Tls. 3 over those of last season.

FOOCHOW.—The total settlements of Congous during the interval had been 28,567 chests, 57,298 half-chests, and 6,786 boxes at Tls. 7 to 34, or 7¼d. to 2s. 1¼d. (exhange, 4s. 7½d.). Messrs Rusden, Phipps, and Co. offer the following remarks:—Congou: Since our last, Teas that ranged from Tls. 19 to 22 have been steadily advancing in price, and we quote a rise of Tls. 2 to 3, business being chiefly for the Colonies and the Continent. Teas with quality are very scarce. The better district second crop musters are only now beginning to arrive. Souchongs: Prices are much on a par with those last quoted. Oolongs: The little business for these has been for England. The crop appears dusty. Scented: The leaf as the season advances becomes more broken, but the scent has improved; considerable settlements have been made at slightly easier rates.

AMOY.—The Congou market was opened on the 9th July, and some 15,500 packages in all had been settled at $19½ to 20 for inferior and common, $21½ to 22 for fairly clean, and $24½ to 28 for the best chops down. The first and second crop were both to hand, and contained an unusually large proportion of the better grades, which compared favourably with last season's Teas, but the lower grades were very inferior. Ooloongs were arriving freely, and were of much better quality than last year, and freer from dust than for some years past. About 1,000 packages had been taken at $30 to 35½ for good cargo to fine, or $3 to 4 in advance of last season's opening rates, and had been shipped to New York, via Hong Kong and San Francisco. Some 2,000 packages had also been taken for shipment to England at $28¾ to 43 for good to finest. Teamen's ideas had been much strengthened by those purchases, and some time must elapse ere any marked decline can take place. Sifting the Teas had enhanced their cost about $3 per picul.

SILK.

YOKOHAMA.—Supplies had been restricted by heavy and incessant rain; arrivals in all about 300 bales, mostly new silk, every parcel of which had been quickly settled at from $770 to $850 per picul. Most of these parcels had been much mixed, and were, as usual, of medium quality. With fine weather, fresh supplies might be looked for from the interior. Settlements were estimated at 350 bales, including 50 from Hiogo. Stock nominal. Silkworms' Eggs: Had arrived somewhat freely, in all 60,000 cards to date; they are chiefly green cards, and had obtained 7 to 9 boos for fair quality. No eggs had been offered from the Oshu districts.

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SHANGHAI.—London telegrams dated the 9th and 12th June had caused a settlement of about 2,000 bales, of which some 1,600 bales were shipped by the last steamer. Prices had ruled most irregularly, but as the mail closed the Chinese were anxious sellers, and rates were much weaker, so that taking the average of the business of the fortnight the advance in prices may be quoted at from Tls. 10 to 15 per picul. The stock on the market was daily on the increase, and lower prices were confidently expected. The last P. and O. steamer took 3,254 bales Chinas, and 129 bales Japans for London, 1,240 bales China, and 129 bales Japans for Marseilles, and 9 bales Japans for Rotterdam. P. M. steamer "Costa Rica" left on the 15th of July with 57 bales of Silk for New York. The M. I. steamer arrived from Yokohama on the 16th of July, bringing 208 bales.

CANTON.—A good deal of inquiry had existed for fine sized silk of both long and short reel, consequently very high prices were asked for these descriptions. The third crop was much better both in quality and colour than the second. Re-reeled Cumchooks being difficult to obtain had commanded much higher prices than those last reported. The following were the fortnight's sales:—Loongkong, No. 1, sales 170 bales, at $535 to 545; ditto, ditto, No. 2, 13 bales, at $520 to 530; Tsatlee, 100 bales, at $585 to 575; Kowkong, 110 bales, at $450 to 470; re-reeled Cumchook, 300 boxes, at $540 to 570.

EXPORT OF TEA AND SILK, SEASON 1868-69.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to June 30, 1868	...	12746234	21931192	...	4857824	39535250	4613
Corresponding period last season.....	...	9236608	15952999	...	2805854	27995461	

Shipments Since;

July 1	per Agamemnon	From Canton	...	128,540
— 2	... Lennox Castle	... Shanghai	...	942,645
— 4	... Cathaya	... Do.	...	1,083,178
— —	... Burdwan	... Do.	...	1,016,537
— 8	... Coral Nymph	... Do.	...	1,007,972
— 9	... Seamew	... Foochow	...	582,638
— 9	... J. R. Worcester	... Do.	...	1,067,580
— 10	... Helen Nicholson	... Shanghai	...	938,650
— —	... Challenge	... Do.	...	837,512
— —	... Ernst and Maria	... Do.	...	348,040
— —	... City of Aberdeen	... Do.	...	644,971
— 13	... Argonaut	... Do.	...	1,416,923
— 15	... Aurora Australis	... Foochow	...	683,722
— 23	... Hooghly (ml. str.)	... Shanghai, &c.	...	— 3,084
— 25	... Columbian (ml. str.)	... Do.	...	— 3,836

TO UNITED STATES.

							Pcls.
From June 1 to June 30, 1868	...	...	...	...	...	495339	20
Corresponding period last season.....	...	...	...	...	...	433813	

Shipments Since;

uly 15	per Colorado	From Canton	...	40,240
— 15	... Costa Rica	... Shanghai	...	17,581

TO THE CONTINENT.

							Bales
From June 1 to June 30, 1868	...	...	...	...	...	None	—
Corresponding period last season.....	...	...	...	...	...	None	—

Shipments Since

July 7	per Falke	From Macao	...	3,200
— 9	... Albert	... Canton	...	34,000
— —	... M. L. Antoinette	... Do.	...	58,360

TO AUSTRALIA.

From June 1 to June 30, 1868	3,196,130 lbs.
Corresponding period last year	315,300

Shipments Since;

July 1	per Western Star	From Foochow	...	169,900
— 4	... Vision	... Do.	...	208,932
— 5	... Clara Sayers	... Do.	...	373,910
— 17	... Aegidius	... Do.	...	305,496
— 20	... Sunshine	... Hong Kong	...	3,200

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 8¼d.	4s. 9d.	4s. 9d.
Shanghai ,, ,, ...	6s. 2¼d.	6s. 2⅝d.	6s. 3d.
Canton ,, ,,	4s. 6¾d.	4s. 6⅞d.	4s. 7d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 4½d.	4s. 5d.	4s. 5¼d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	315 to 317½	226⅛ to 226½
,, Hong Kong	26 to 26¼ dis.	—
Bar silver	111·2	9 prem.
Mexican dollars	75	¼ prem.

Bous, at Yokohama, 240 to 242 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 4½; Old, 22 per cent. premium.
China Gas Company, —.
Hong Kong and Whampoa Dock, New, 5; Old, 10 per cent. premium.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 220 dols. premium.
Hotel shares, 30 per cent. discount.
Hong Kong and Macao Steamboat Company, 1 per cent. premium.

Since the departure of the mail of the 10th July sterling exchange has steadily declined. The closing quotation for credits by last mail was 4s. 7⅛d., and for Bank Bills 4s. 6⅞d., while for this mail credits have been sold to a considerable extent at 4s. 7d., and at the close of business at 4s. 6⅞d. to 4s. 6⅛d. Rupees on Calcutta have been sold in advance for the steamers to leave about the 20th proximo, at 226½ to 226. The estimated amount of business by the present opportunity, exclusive of about £125,000, contracted for nearly a month since, but delivered for the Calcutta steamer which left on the 22nd inst., amounts to about £505,000, say £175,000 Bank Bills and £330,000 private paper, and fifteen lahks rupees.

Bullion.—There is no bar silver on the market, and the nominal quotation may be put at 9 per cent. premium. No business has been done in Sycee, but 7 per cent. premium is the nominal quotation. There is some demand for Clean Mexicans, suitable for the Shanghai market.

Shares.—There is scarcely anything to report in shares, the market having been exceedingly quiet throughout the fortnight. A few small sales of old and new Bank have taken place at quotations. One small lot of steamboats was settled at 2 premium, and a small lot of hotels at 40 discount. It is reported that the next dividend of the local bank will be the same as last, and that about $150,000 will be carried to the reserve fund. There is no chance of the share market getting any better until money becomes easier.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Cardiff, June 3, Brave; July 5, John Milton; from London, Grasmere.

At SHANGHAI.—From Liverpool, July 13, Charger.

At FOOCHOW.—From Havre, July 7, Fabius.

At HONG KONG AND CANTON.—From London, July 22, Ironsides; from Liverpool, 14, str. Copernicus; 22, Bunker Hill; from Newport via Batavia, 15, Frederick Wilhelm; from Cardiff, 22, Europa; from Sunderland, Mary; from Havre, Lucie; from New York, 18, Samuel Russell; from Boston, 22, Sooloo.

At MANILA.—None.

At SINGAPORE.—From London, July 31, La Plata; from Liverpool, Iron Queen; 21, Gladiateur; from Sunderland, 18, Syringa; from Cardiff, 22, Jeverland; 30, A. H. Wille; from Swansea, 24, Champion; from Rotterdam, 18, Hendrika; 30, Sophia Amalia; from Bremen, 26, Ellen Rickmers.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, July 2, Lennox Castle; 4, Cathaya, Burdwan, 8, Coral Nymph; 10, Helen Nicholson, Challenge, Ernst and Maria; 13, City of Aberdeen, Argonaut.

From FOOCHOW.—For London, July 4, Lord Macaulay; 5, Flying Spur; 6, E. A. Oliver; 10, Sea Mew, J. R. Worcester; 16, Aurora Australis.

From HONG KONG and CANTON.—For Falmouth, July 10, Albert; for Hamburg, 16, Maria Louisa Antoinette; for Callao, 17, Herman and Emma.

From MANILA.—For London, July 8, Queen of the Seas; for Liverpool, 12, Cinco Hermanos; 17, Robert Porter; for New York, 10, Belverdere.

From SINGAPORE.—For London, July 27, New Brunswick; for New York via Padang, Euphrosyne.

VESSELS LOADING.

At YOKOHAMA.—For London, Oryt; for New York, Permenio, Benefactress, Alexandria, Italy.

At SHANGHAI.—For London, Jenny, Preciosa, Capiolani, Hastings, Wild Deer, Isabella Ridley, Alcoyne, Star of China, Mary Whitridge, Joseph Sprott, Douglas Castle, Earl Dalhousie, F. Reck, Lieutenant, Cedars.

At FOOCHOW.—For London, Scawfell, Theresa, Silver Eagle, Fire Queen, Broadwater, Maiden Queen, Peter Denny, Vanguard, Evelyn, Tynedale.

At HONG KONG and CANTON.—For London, Nancy Bryssen (full), Dunmail, Fusiyama; for Liverpool, Edith Haviland.

At MANILA.—For London, Angela, Abnegacion, Victoria, Nesutan, Jan Van Schaffelaar; for Liverpool, Elena, Patriot Queen, Carmencita, Tewkesbury; for New York, Helen Hood, Peruvian, Warhawk; for Boston, Wild Rover.

At SINGAPORE.—For London, Meridian; for Liverpool, La Plata.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: £4 per ton of 50 cubic feet. To New York: £3 13s. to £3 15s. per ton of 40 feet.

At SHANGHAI.—Rates for home remain firm at £4 10s. per ton.; for the coast there is but little employment offering.

At FOOCHOW.—To London £3 to £2 10s. per ton.

At HONG KONG and CANTON.—For London, the Dunmail and Fusiyama, are loading at £4 and £4 10s. per ton; and the Edith Haveland, for Liverpool, is fully engaged at £4 per ton. The disengaged tonnage in harbour, according to the Circular of George Holmes (exclusive of Siamese), is seven, representing 5,005 tons.

At MANILA.—The supply of tonnage is exhausted, and as the demand continues brisk, the prospects of seeking vessels is good. The only settlements reported during the fortnight are as follows:—Carmencita,

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Span. barq., 240 tons, Cebu to Liverpool, a full cargo of sugar at £5 per ton. Elena, Span. ship, 326 tons, Cebu to Liverpool direct; sugar at £4 17s. 6d., and hemp at £5 2s. 6d. per ton. Tewkesbury, British ship, 1,618 tons, Cebu to a direct port, London or Liverpool, at £4 17s. 6d. per ton for a full cargo of sugar.

At SINGAPORE.—The Meridian is loading for London and the La Plata for Liverpool at £3 5s. per ton, dead weight and light freight. Several charters have been made to load at the rice ports for Europe, at £4 7s. 6d. to £4 15s. per ton, with a good demand existing for tonnage.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
July 4	Juno	Hamburg	Amur River
„ —	Goodell	Liverpool	Yokohama
„ —	Pegasus	London	Shanghai
„ 5	Camilla	Cardiff	Hong Hong
„ 6	Blue Jacket	Cardiff	Hong Kong
„ —	Juanpore	London	Shanghai
„ —	Wilhelm	Havre	Foochow
„ —	Albatros	Hamburg	Japan
„ 7	Peter	Hamburg	Amur River
„ —	Dactole	Cardiff	Hong Kong
„ —	Sooloo	Sunderland	Shanghai
„ —	Evelyn Wood	Sunderland	Shanghai
„ —	Antelope	Hamburg	Shanghai
„ 8	Peru	Newport	Hong Kong
„ —	Marion	Shields	Hong Kong
„ —	Finella	Plymouth	Batavia
„ —	Cornelia	Amsterdam	Batavia
„ —	Galilei	Amsterdam	Batavia
„ 9	Vertrouwen	Amsterdam	Batavia
„ —	Resolute	New York	Shanghai
„ —	Chinaman	Foochow	London
„ —	Berthe	Havre	Yokohama
„ —	Isles of the South	London	Yokohama
„ —	Havelock	London	Hong Kong
„ —	Deonzarrel	Cardiff	Hong Kong
„ —	Hindu	Cronstadt	Amur River
„ 10	King Philip	Cardiff	Yokohama
„ —	Amoor	Newcastle	Hong Kong
„ 12	Ocean Empress	Cardiff	Shanghai
„ —	Gebroeders v. der Bk.	Cardiff	Batavia
„ 13	Mary Nicholson	Singapore	London
„ 15	Bhering	Hamburg	Amur River
„ —	Windermere	Sunderland	Hong Kong
„ —	Frank Marion	Cardiff	Yokohama
„ —	Juliana	Glasgow	Manila
„ 16	Tamaris	Marseille	Saigon
„ —	Homoro	Cardiff	Shanghai
„ —	Ragna	London	Batavia
„ —	Bella	Liverpool	Hong Kong
„ —	Appellina	Newport	Yokohama
„ 18	Naim Balhair	Padang	Batavia
„ —	Clarice	Australia	Crusing
„ 19	Granite City	Singapore	London
„ 20	Louise	Plymouth	Batavia
„ —	Victoria	Antwerp	Shanghai
„ —	Naples	Boston	Batavia
„ —	Gaspee	Manila	New York

COMMERCIAL POSTSCRIPT.

SILK.—Since the 1st some heavy unloadings have come in, and prices have again been in favour of buyers, except in chop 3, which have again realised 30s.; a parcel of No. 2 Cat was sold at 25s. 9d. Red Peacock at 24s. 9d. and 24s. 6d.; fair 4 to 4½, 22s., 6d. and No. 5, 21s. 9d. Haiween Sen Shing Sat No. 2 has fetched 27s. 6d. and 27s. 3d; Skeins, 20s; Rereel Haiween, 32s. In Japans there has been scarcely a transaction. The tone of the market has been dull, and both at home and abroad consumers resolutely keep out, fully anticipating a further decline, when, by the end of the month, we shall have the bulk of the heavy settlements of the first two months.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Off Queenstown, from Akyab, Charlotte, Aug. 23; at Boston, from Singapore, Gladiator; Sept. 6, at Falmouth, from Bangkok, Ivy; from Rangoon, Undine; from Philippine Islands, Peter Rohland.

DEPARTURES.—Sept. 5, from London, for Hong Kong, Southern Cross; from Hamburg, for Singapore, Lizzie; from Amsterdam, for Java, Padang Packet, Oceaan, Ortelius.

LAID ON.—At Glasgow, for Yokohama, Clydevale.

SPOKEN.—Weymouth, London to Shanghai, July 11, 8 N., 107 E.; Isabella Christina, Sourabaya to Falmouth, June 16, 36 S., 21 E.; Susan E. Howell, Penang to London, 81 days out, June 28, 25 S., 8 E.; Netherland, Holland to Batavia, July 15, 4 N., 23 W.; Neumahlen, for Batavia, July 22, 11 N., 25 W.; Jane Kilgour, Sourabaya to Amsterdam, Aug. 30, 48 N., 9 W.; Calliance (barque), Singapore to Liverpool; White Hall, London to Hong Kong, July 30, 54 S., 27 W.; Canton (ship), Singapore to London, Aug. 20; Meggie (of Newcastle), Singapore to London, Aug. 9, 35 N., 43 W.

MISCELLANEOUS.—At St. Helena, August 3, Anne Dymes, Spence, from Singapore, and sailed 4, for London; 5, Indus, Hicks, from Saigon, and sailed for London; Stad Leyden, van der Pool, from Batavia, and sailed for Amsterdam; Æolus, de Vries, from Batavia, and sailed for Rotterdam; Cosmopolite, Limstrong, from Batavia, and sailed 6, for Rotterdam; Belle, of Southesk, Stronach, from Singapore, and sailed for London; 6, Manila 2nd, Kuhlker, from Padang, and sailed 7, for Amsterdam.

THE TEA CLIPPERS.

IT is the fashion to call the Derby "the blue ribbon of the turf," and the annual race of China tea clippers may, with no less justice, be termed "the blue ribbon of the sea." Although we have now become familiarised with the wonderful closeness with which the contest is carried on, it has this year excited quite as much interest as on any former occasion, and even more in some quarters, from the fact of two new and untried ships—the *Spindrift* and *Lahloo*—having had a fair start with some of the favourites that had already won a first-class reputation for speed. Last year, it will be remembered, that the *Taeping* was the first to arrive, having docked on the 14th September; but the second to arrive, the *Ariel*, beat her in point of time by four or five hours, and was the actual winner of the race. This year the winning-post has been reached much earlier, the first ship, the *Ariel*, having docked on the 2nd September at one P.M., followed by the *Spindrift* and *Sir Launcelot* at midnight the same date, and the *Taeping* and *Lahloo* on the 7th.

The blue ribbon this year clearly falls to the *Spindrift*, a beautiful vessel of 899 tons, belonging to Messrs. FINDLAY and Co., of Glasgow, and commanded by Captain INNES, formerly of the *Serica*. The *Sir Launcelot* and *Ariel* were first to sail from Foochow, at 2.20 P.M. on the 28th May; the *Taeping* followed at 5.30 same day, the *Spindrift* at 3.30 on the 29th, and the *Lahloo* at 5.20 on the 30th. The *Ariel* took the lead and kept it, being docked in a little under 96 days; the *Sir Launcelot* followed closely, and docked at midnight, being beaten by only 11 hours; the *Spindrift* accompanied her, and having sailed 22 hours later than these two, beat the *Ariel* by 11 and the *Sir Launcelot* by 22 hours, having made the passage in 96 days 8 hours. The *Taeping* was off the Land's End on the 2nd, but was a long time getting up Channel, and only got into dock on the 7th (102 days). The *Lahloo* was off Falmouth on the 3rd, but like the *Taeping* was delayed in the Channel, and has only just docked (100 days). Apart from these nice distinctions, it must be owned that the result is most creditable to all five vessels and their commanders. From land to land the race was closer still, for the five ships sailed on three successive days, and were all reported within three days of one another. The *Taeping* and *Lahloo*, though defeated, are not disgraced, for in such a race as this even to be fourth or fifth is surely a triumph.

Mr. HOLT'S steamer *Agamemnon*, though of course not entering into the clipper competition, must be noticed as having made an admirable passage. She left Hankow on the 19th and Hong Kong on the 30th of June, and arrived at noon on the 4th, making the passage from the latter port in sixty-six days.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

GODDARD—On the 18th July, at Malacca, the wife of Mr. C. Goddard, Chief Engineer, colonial steamer *Rainbow*, of a son.

IRVING—On the 18th July, at Singapore, the wife of the Hon. C. J. Irving, Auditor-General, of a son.

MACDONNELL—On the 31st Aug., the wife of Alexander MacDonnell, Esq., Dublin, of a son.

MACKINTOSH—On the 22nd Aug., at 35, Grove-road, Brixton, London, the wife of J. S. Mackintosh, Esq., of Shanghai, of a son.

MACLEAN—On the 26th Aug., at Dumcrief, Moffat, N.B., the wife of John L. Maclean, Esq., of a son.

MARTIN—On the 24th July, at Singapore, the wife of Alex. Martin, Esq., of a son.

PEARCE—On the 19th July, Mrs. James W. Pearce, of a son.

MARRIAGES.

LLOYD—RIDEAL.—On the 25th Aug., at Christ Church, Forest-hill, John Lloyd, late of Hankow, China, to Lizzie, eldest daughter of William Rideal, of Forest-hill and Union-street, Southwark.

MALCOLM—JUST.—On the 27th Aug., at the Presbyterian Church, Sutton, Cheshire, by the Rev. A. D. Davidson, D.D., Aberdeen, assisted by the Rev. W. G. Fraser, Sutton, William Alfred Malcolm, Esq., 15, Powis-square, Bayswater (late of Yokohama, Japan), to Elizabeth Mitchell, eldest daughter of William Just, Esq., Bankfields, Cheshire.

SMALE—ST. JOHN.—On the 29th Aug, at St. Thomas's Church, Portman-square, by the Rev. T. Archibald S. White, B.A., Clement Smale, of Adelaide-road, Haverstock-hill, and of Gloucester, solicitor, second son of the Hon. John Smale, Chief Justice of Hong Kong, to Sophie Trevor, third daughter of the late William St. John, Esq., of Torrie, Devon. No cards.

SMALL—STANFORD.—On the 13th Aug., at St. Mary's Church, Islington, by the Rev. John Green, Thomas Small, Esq., French Vice-Consul of Lowestoft, to Martha, relict of the late Capt. George Stanford, of Shanghai.

DEATHS.

FRANKS—On the 2nd Sept., at Crown-hill, Norwood, after a short illness, Joseph Fletcher Franks, son of Mr. William Edward Franks, of Norwood, and 4, Little Tower-street, aged 36.

HARPER—On the 30th Aug., at 56, St. George's-square, S.W., in the ninth year of his age, Randolph Montague, youngest child of E. Norton Harper, Esq.

HURST—On the 21st July, at 7.30 A.M., Mr. Charles Hurst, of Bridgewater, late warden Victoria Gaol, aged 34.

LOWNDES—On the 19th July, Mr. W. J. Lowndes, late Secretary Hong Kong Club.

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Continental Intelligence.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, August 28.

Some time ago I quoted a statement which appeared in the *Handelsblad* to the effect that general discontent had been caused by the Dutch Consul-General in Japan having appointed two employes of the Dutch Trading Company to fill vacant Consular posts. A correspondent of the *Nieuwe Rotterdamsche Courant* now writes to contradict this, at the same time asserting that the 'discontent' was confined to two Dutch residents in Japan who wanted the posts in question for themselves. He defends the nominations of the Consul-General, and concludes by quoting the axiom of Napoleon:—'*J'ai toujours fait l'expérience que ceux qui demandaient des places en étaient les moins dignes.*'"

The Conservative papers continue to urge that the Minister of the Colonial Department should resign, on the ground of his health being too precarious to admit of his effecting the very extensive and troublesome business of his department; the same papers, however, have ascertained that Mr. De Waal will not leave his post before producing his budget. As I stated in a former letter, Mr. Mirandoll is cited as his successor. Another rumour says that the Cabinet will recall the Governor-General of our East Indian Colonies, Mr. Myer, who will be replaced by Mr. Loudon, a former Minister of the Colonial Department. According to [the *Handelsblad* these *on dits* are put in circulation by the Conservative press merely to annoy the existing Cabinet, and it goes on to state that they will prove equally unfounded with the rumour that Mr. Roest van Limberg would not accept the portfolio of the department of Foreign Affairs, which he has since done; the *Staatscourant* of the 19th contained the decree of his appointment.

The papers confirm the statement that the Budgets to be laid before the members at the opening of the new Session will show a great reduction. Of course the Departments of War and Marine are able to economise the most, but the other departments will also organise a more judicious management of public affairs. What I told you about the dismissal of a great many functionaries has been confirmed; the reduction will be partly used to improve the salaries of the remaining functionaries. Among the new Bills to be laid before the members is one to regulate academical instruction. It is a satisfaction to find that the three academies will continue to be maintained. The academy for the instruction of medical officers will be removed from Utrecht to Amsterdam.

The King still remains in Thun, in Switzerland; and it is not quite certain when he will return. The strange assertion of the English papers that Her Majesty the Queen is also there is quite untrue; rumour reports that it was Madame Musard who paid a visit to the King; perhaps the correspondents may have taken her for the Queen.

Plenipotentiaries from England, France, Belgium, Germany, and Holland are in conference at the Hague, in order to regulate the sugar convention. Notwithstanding that no particulars have transpired, it is admitted that they have come to an agreement. The French and German papers continue to discuss the question of a commercial and political union between France, Belgium, and Holland. The dulness of political circles may, perhaps, be regarded as a reason for this obstinacy, for which even an official contradiction proved an insufficient remedy. I need not say that the plan is abhorred and detested in our country, which loves nothing better than its independent nationality.

A change will shortly take place in our *corps diplomatique*. Baron Gevers, now ambassador at St. Petersburg, will be appointed to that office at the Court of St. James.

I regret to state that the rinderpest has again made its appearance in this country. In Noord-Waddingsveen two cases have occurred. Of course the most severe measures will immediately be taken to prevent the spreading of this plague. Our flocks of sheep are at the same time attacked by smallpox.

A magnificent testimonial has been presented by the officers of the navy and the functionaries of the marine department to Mr. G. Fabius on the occasion of his resignation as commander of the East India marine.

Messrs. Heemskerk and Wintgens, members of the former Cabinet, have been pensioned. To the first named has been granted f.2,547, and to the latter f.416, yearly. In September, 150 soldiers will be despatched by the *Noach II.* (bound for Java), to reinforce the East India army.

His Majesty has approved of the appointment of Mr. H. P. J. van den Berg as Consul for Italy at Samarang, whilst Mr. F. P. Tombrinck is appointed Consul at Nagasaki.

It is the earnest wish of the Ministry to make the separation between the Church and the State a *fait accompli*. Several measures have been already taken with that object. A royal decree has been promulgated, which orders the suppression of the two Ministries of public worship, Catholic and Protestant. Religious affairs concerning the former faith will be henceforth attached to the Department of Justice, and those relating to the latter to the Ministry of Finance. The time is, however, not far distant when both administrations will be united in one bureau.

To day we received the sad news that Mr. J. van Lennep had died at Oosterbeek. He was born on the 27th March, 1802.

To Mr. E. de Waal, Minister of the Colonial Department, has been granted a leave of thirty days, in order to restore his health.

MONETARY AND COMMERCIAL.

General inactivity prevails in the market for stocks and shares, but it is believed that a slight change in business would have a very favourable effect on values. However, up to the present there is hardly a movement noticeable. Prices for the most part are steady. The home funds have not varied; they have met with but little demand. In foreign bonds firmness is apparent, although transactions are confined to narrow limits. In the discount market there is not anything special to notice.

Dutch Two-and-a-Half per Cents., 57¼; Three per Cents., 66⅛; Four per Cents., 88. Netherlands Bank, 248; Dutch Trading Company, 130 to 130¾; International Bank, 40; East India Company of Administration, 95 per cent.

PRODUCE MARKETS.

COFFEE.—The Dutch Trading Company held its auction on the 18th inst., at which 125,946 b. Java, Padang, Menado and Macassar were sold. The inferior qualities were sold at 1d. to 1½d. under valuation, but for the other parcels the valuation was paid in full, or even somewhat thereabove. Good ordinary, greenish Java was paid with 32¾c. to 33c. Since the auction the market has remained very firm, and there was especially a good demand for Menado and specked sorts. On the 1st of September, 12,000 b. Java, Padang, and Macassar will be offered for sale for private account.

RAW SUGAR.—Business in sugar since the last mail has not presented any very important features, the market upon the whole having been quiet. The transactions have included 1800 mats Cheribon and Sourabaya, ex Boanergos, No. 10-17, at 1f. to 1¼f. under July value; 960 mats Tjilatjap, ex Koophandel, at a price which did not transpire. The stock in bond on the 15th was 44,789,591 kilo.

TEA.—The general tone of the market was very firm, but inactive.

SPICES.—In waiting for the auction of the Trade Company there is nothing of any importance to mention, except that 327 b. Pepper (Batavia), ex Geertruide Maria, were sold at 17½c.

RICE.—A good business is doing at improved prices. The following parcels changed hands:—2,538 b. Sourabaya, ex County of Bute, at 7⅛f.; 900 do. Sourabaya, ex Burgemeester van Middelburg, at 6⅞f.; 930 b. Java, ex Gerard Pieter Servatius. The 2,562 b. Sourabaya, ex Laura and Adele, which were offered were not sold.

TOBACCO.—(Java leaves). The trade is busy with inspecting the parcels of the forthcoming auction, which will be held at Amsterdam on the 26th, when not less than 13,047 b. will be offered for sale, whilst on the 28th about 5,000 b. will be offered, besides 38 b. Manila. Of course, the transactions now are of but very little importance, so that only 500 b. Java Kotta ex Burgemeester van Middleburg were sold.

DRUGS.—The Trading Company sold in auction 122,000 lbs. Gutta Percha from 50 to 195 ct.; 45 pieces of India-rubber at 86.75f.; five coll. Getah Gitang at 67f.; 169 ch. Gum Damar from 13 to 43 c.; 70 ch. Cocoanut Oil Soap, 1st quality, 153 ct., 2nd quality, 152 c.; Cassia Vera at 51 to 51½ c.

INDIGO.—The market continues quiet, but prices rather favour the sellers, so that improved prices perhaps will be paid for those parcels, which will be offered by inscription on the 25th next.

TIN.—The general tone of the market is somewhat firmer, and there is a good export demand. 2,850 slabs Banca were sold at f.54¼; and 500 slabs Billiton at secret prices.

HIDES.—287 Batavia Buffalo, and 261 do. (dam.), ex Willem Kroonprins der Nederlanden, at 30¼ cents.

RATTANS.—The following parcels have been sold: 850 pic. ex Fagel; 150 pic. ex Gerard Pieter Servatius; 100 pic. ex Catharina Elizabeth; 70 pic. ex Jan Van Brakel; 111 pic. ex Maria Regina.

SHIPPING.

ARRIVALS.—Aug. 15, at Brouwershaven, from Tjilatjap, Koophandel; at Texel, from Batavia, Waterloo; 16, at Brouwershaven, from Passaroeang, Bastiaan Pot; 21, at Texel from Java, Almelo; 24, at Brouwershaven from Batavia, Mary and Hillegonda; at Texel, from Tjilatjap, Mathilda; at Flushing, from Batavia, Honigby.

DEPARTURE.—Aug. 16, from Texel for Batavia, Bellatrix.

PASSENGERS OUTWARD.—For Java, per Madura, Messrs. P. A. F. Willems and famiy, M. v. d. Kerkhoff, Mrs. van Driessche and family, Mrs. de Jager and family; per Bellatrix, Messrs de Witt and family, C. Bakker and family, de Nys, M. Halewyn, Miss J. Grym.

PASSENGERS INWARD.—From Java, per Bastiaan Pot, Messrs. Kruithoff, van der Wall and family.

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THE BRITISH ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE.

Among the numerous papers read at the recent meeting of the British Association for the Advancement of Science at Norwich, which embraced almost every conceivable subject, there were three that have a special interest for our own circle of readers; we accordingly give an abstract of each of them. Some comments on Mr. Waddington's scheme for an inter-oceanic railway across British North America will be found in another column; and we shall shortly have occasion to refer to General Waugh's report on overland communication between India and China, in connection with Mr. Clement William's recently published work, "Through Burmah to Western China."

THE BUDDHIST FAITH.

Dr. Fergusson delivered an admirable and highly interesting address, and (as he remarked) the subject being an Indian one, and consequently one upon which much ignorance existed in England, he was enabled to give a great amount of information, which, besides being in itself interesting, had the additional charm of novelty. He first referred to the foundation of the Buddhist faith by a native Prince, named Sakya Mune, or Buddha, several centuries before the Christian era. This Prince abandoned all his worldly comforts and possessions, chose an ascetic life, and for fifty years lived under trees and taught the doctrines he wished to disseminate—viz., kindness to animals and to all living things, and, above all, brotherly love and kindness to all men. But it was not till 300 years after his death that Asoka made it the State religion, and was said to have converted all India to the faith; and it was still 600 years later that Nagarjuna established ministers and gave Buddhism a clergy, and from that time it spread over Burmah, Siam, into China, all over Thibet, and the greater part of Asia. A very remarkable fact, however, was that, although Buddhism was still the religion prevailing over a great part of Asia, there was not now to be found a single Buddhist in India, the land of its birth. Having given an elaborate description of the monuments of Sanchi and Amravati as examples of the structures raised in honour of Buddhist saints, the lecturer went on to refer to the details of the architecture of several periods, the sculpture proving beyond all doubt that tree and serpent worship, which was the religion of India previous to the introduction of Buddhism, had again gradually crept into the new faith. Tree and serpent worship, he observed, had at some period or other prevailed all over the world, and doubtless the frequent reference to trees and serpents contained in the Holy Scriptures was in some way connected with this practice. Trees and serpents also held a high place in all the mythological fables; and his opinion was, that if this subject were thoroughly looked into they would arrive at an amount of ethnological and religious knowlege now quite unsuspected. All over the steppes of Asia, throughout Scandinavia, and in this country, wherever they found these rude tumuli, they found traces of the same race that erected similar monuments in India, and though he did not say that people came over from India and taught the people of this country to erect Stonehenge, nor that they had any connection with the people of India, yet there was this great underlying stratum of population, who cropped up in Europe and other parts of the world as well as in Asia, and wherever they came to the surface their monuments were similar in character, and all more or less applied to the same purpose. Originally funereal, they gradually became temples and relic shrines; but they were all monuments of one great people, and all expressed more or less distinctly one idea. He was convinced that when this subject was fully investigated they would have a very interesting picture of a people who were now only known by their rude monuments all over the globe.

THE PACIFIC RAILROAD.

In the Geographical Section, Mr. A. Waddington read a paper on an "Overland Route through British Territory from the Atlantic to the Pacific." He urged that, if England did not stir in the matter the Pacific Railroad, now on the point of being completed, would throw the carrying trade between the East and Europe entirely into the hands of the United States. Mr. Waddington proposed that a railway should be made entirely through British territory, to start from Ottawa, the legislative capital of Canada, and proceed to Fort Garry, a distance of 1,165 miles; thence to Jasper's House, at the foot of the Rocky Mountains, a distance of 1,100 miles; and then from Jasper's House, by the Yellow Head Pass, to the head of Bute Inlet, opposite Vancouver's Island, a distance of 620 miles. The entire length of the line would be 2,885 miles. The cost of making this gigantic line, including station accommodations, engineering expenses, rolling stock, reserve fund and contingencies, and allowing ten per cent. for sideways, he roughly estimated at £27,000,000. Upon this point of cost Mr. Waddington said, "We shall be told that such an outlay is far too great to be thought of. But what we have to consider is not merely the amount, but the object to be attained, and whether that is commensurate with the outlay. If the commercial supremacy of England is at stake—and that has been pretty clearly shown—what are seven-and-twenty millions compared with the sad downfall which must inevitably follow such a loss, and the decay and ruin of our country? Never was so large a sum of money more usefully, more wisely applied; and in vain might we ransack the history of our national debt to find a parallel. In times past a single subsidy to some Continental potentate has often cost more." Mr. Waddington suggested that a company might be formed to undertake the work by the offer of liberal grants of land, which, though at present of no value, might, in course of time, as the territory became settled, rise in value sufficient to pay the cost of the railroad. Another inducement would be to subsidise mail steamers in connexion with the line, and also to authorise the company to issue mortgage bonds to a certain amount, Government to pay the interest until the line became self-paying, which he thought would be the case in about six years. With regard to supposed geographical difficulties, the country from Ottawa to Fort Garry, with the exception of a narrow mountain range north of Lake Superior, was one vast level, and fit for settlement; beyond Fort Garry the valley of the Saskatchewan presented another extensive level of fertile country as far as Jasper's House; and from that point the Rocky Mountains had to be traversed, and here the difficulties were far more serious; but a practical road had been explored by the Yellow Head Pass, which has been pronounced available for a railroad; and then, following the course of the Upper Fraser through the mountains, the line would cross the Chilcoaten valley, and reach Bute Inlet by another practical road through the cascade range. Mr. Waddington declared that the severity of the climate had been exaggerated, and that the claims of the Hudson's Bay Company would be open to arrangement; nor did he anticipate any difficulties with the United States arising from any spirit of rivalry or jealousy.

TRADE ROUTES BETWEEN INDIA AND CHINA.

In the Geographical Section General Sir A. Scott Waugh read a report of a committee appointed at the Dundee meeting of the British Association to promote the exploration of lines of overland communication between India and China. It stated that the yearly increasing importance of the British provinces of Assam and Cachar made it from day to day more essential to their prosperity that a communication should, if possible, be opened with China. There were, however, two special reasons why the committee were desirous of pressing this subject at the present time:—1. Since the establishment of a French colony in Cochin China there is reason to believe that an exploratory expedition has been investigating the upper course of the Menam. As this course is within Chinese territory there is no reason to fear any collision between the two expeditions, and it would manifestly be to the advantage of both that they should meet. 2. It has come confidentially to the knowledge of the committee that an English traveller is at present organising an expedition for the purpose of exploring the upper course of the Yang-tse-kiang, and of attempting to reach India. Were a similar attempt made from the Indian side at the same time his chances of success would be greatly increased. In many countries this exploration might be left to private enterprise, but there are strong reasons why the task should in Eastern India be undertaken by Government, which alone has the power of influencing the small savage tributary tribes by which Assam is surrounded. A large part of the area of the unknown country, the exploration of which is considered essential by the committee, is directly under the control of the Government of India, so that its exploration by a properly equipped party is only a question of expense. The Upper Irrawadi, and the other regions dependent upon Ava, are also, it is believed, easily accessible to a British mission. Whether the obstinate resistance of the Tibetans to the entrance of Europeans is their own act or that of the dominant race can only be known by results. Even if no more can be done, the importance of the thorough investigation of our own and the Burmese provinces cannot be exaggerated. It is only after accurate mapping of the country and exact determination of the height and steepness of the mountain chains, that the best route can be chosen. The gain to geographical and natural science would of itself repay all the cost. There is, further, much reason to hope that the gain to commercial interests would be great; and should this not be the case, the urgency of the demand for this exploration by those interests is a good reason for setting the question at rest one way or the other.

Colonel Sir A. Phayre observed that it was a very interesting country to explore between the eastern parts of India and the western point of China, more especially as the river Irrawadi, which flows through the country of Burmah, takes its rise in these mountains, and its source is still a geographical problem that remains to be solved.

General Sir V. Eyre said the proposed exploration was one of his own suggestion at Dundee last year, and was very warmly taken up by Sir Roderick Murchison. Shortly after the proposal was made it came to their knowledge that Mr. Cooper had already forestalled the idea, and had actually undertaken to advance from China to the very point which he had indicated as desirable to explore to the north-east of Assam. Mr. Cooper had, after some difficulties, been heard of as having accomplished his journey successfully within a short distance of Thibet. There was, therefore, some hope that this problem would now be set at rest. It was of very great importance to India that a practicable road should be obtained between China and Assam, inasmuch as Assam was becoming a very great tea country, and was much in want of labour; and it was believed that a great excess of labour was to be found in the western parts of China. If a practicable road could be made, in all probability that labour would find its way into Assam.

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TELEGRAPHS FOR INDIA AND THE EAST.

(PALL MALL GAZETTE.)

There are several facts, we were going to say, "not generally known" to the people of Great Britain; but, without going so far as that, let us say, of which they cannot be too often reminded. The chief of these is that certain districts in Asia, much desired by conquering persons in all ages of the world's history, so far as we are aware, and known by the name of the East Indies, belong to them. The habitual indifference which the nation shows to this fact is surely amongst the most curious of our insular eccentricities, and one which those citizens who believe almost fanatically in the imperial instincts of Englishmen must have some difficulty in accounting for. A curious instance of this indifference may be found in our neglect hitherto of all means of direct telegraphic communication with India. It would seem that ours is as yet the only country in which deep-sea cables can be satisfactorily made. We have possessions of our own which make us practically independent of all other nations, and give us command of two lines to India, except the Isthmus of Suez! In spite, however, of our advantages in holding on the Mediterranean route Gibraltar and Malta, and Aden in the Red Sea, and on the other route St. Helena, the Cape of Good Hope, the Mauritius and Ceylon—all of them needing telegraphic communication—what is our actual position in this matter with respect to India and China, our Australian colonies and New Zealand? and what are our immediate prospects? A few words will, we should hope, convince our readers that these questions are of the first importance, and that the present moment is a specially fitting time to attend to them.

There are now no less than eight different lines, either actually at work or in course of formation, by which an English Minister or merchant can communicate with India. Of these, five converge on the Persian Gulf, and are for all practical purposes in the power of the Turk, while the other three run in great part through Russian territory and are in the hands of the Czar; and all of them pass into foreign hands immediately they leave England. Now apart from all Imperial considerations, such as the chances of war in the East, and of our own relations with either of the European Powers becoming uneasy, it must be admitted that this state of things is eminently unsatisfactory. The habits and temper of Turks, as we all know, specially disqualify them for the successful practice of telegraphy. The experience of the working of the present system illustrates this incapacity in many ways. Thus not only are messages constantly delayed, and unintelligible when they arrive, but they arrive in the reverse order from that in which they are sent. The reason is obvious enough. The excellent Effendi, or other Moslem, in charge of a station in Asia Minor, or on the Gulf, having neither knowledge of, nor sympathy with, the mad political and mercantile worlds of the West, sits cross-legged and smokes his pipe, while impetuous message after message arrives in some important crisis of affairs. He files them, one after another, meaning to send them on in due course, "when it shall please God." On the arrival of that auspicious moment he proceeds to take them off the file and despatch them in precisely the reverse order from that in which they came to him, so that English correspondents receive their messages of latest date first, to the hopeless entanglement of all human business. Even when this does not happen, and the messages come to hand in their proper order, there is the greatest liability to mistake, from the necessity of translating them into so many different languages; and it must not be forgotten that the contents are in every case at the mercy of foreigners and rivals. Hitherto the tariff has been as unreasonable as the service has been slipshod, no message to Calcutta costing less than £5. In this latter respect, however, a reform is pending. A conference has just been held at Vienna, at which all companies and persons directly interested in the present lines were represented, and after much discussion (including a vehement struggle between the representatives of Austria and Hungary as to the distribution of the share of toll allotted to the Empire) the whole system has been reorganised, and a reduced tariff agreed on. The new system and tariff will come into operation on the 1st of January, 1869, and under it no doubt there will be some improvement in working, while the cost of messages from England to India will be reduced from £5 to £2 17s. So far so good; but what has been gained by the new arrangement for England from an imperial point of view? Assuming the proposed tariff to be fair and the future management of the lines to be unexceptionable, are we really going to sit down quietly, contented with a state of things in which we are absolutely in the power of one or other European Power or Turkey for our direct intercourse with our chief dependency? There can be no serious doubt as to the answer. Sooner or later, and the sooner the better in order that we may at least do all that we can not to lose India, a direct telegraphic line to Bombay, worked exclusively by ourselves, along the whole route, we assuredly must have, and, if this be so, what excuse is there for delay? . . . The safety of our Eastern empire may yet depend more on telegraphic communication than on railways, but our rulers would still seem to be in the same mind as in 1854, and unluckily there is no Lord Dalhousie at hand just now to carry things his own way with a high hand.

Is there any reason, then, why the Government should not undertake, and successfully accomplish, this work? We cannot suggest any, unless it be that it, in common with the nation, has utterly lost nerve in the panic of the last two years. On the other hand, we can suggest many reasons why it should be done, and done at once. It will give more security to our commerce and our empire than a dozen extra ironclads, and will not only be self-supporting, but a great source of revenue to the country, for no merchant in his senses will do his business through Turkish or Russian overland lines when he may use an English deep-sea line at the same or less cost. One would suppose that in the Telegraph Act of last session there is encouragement enough to induce even timid rulers to make the venture. The nation has made up its mind that the English telegraphs must become national property, and has with some demur agreed to a price which will double the capital of the lucky shareholders in the present companies. Why should not the Government get the profit in the first instance? A direct line of telegraph with our Indian empire and Australian colonies must sooner or later "crown the edifice." And as to the economical question such a line is certain to be at least as remunerative as the Société du Cable Transatlantique Français (Limited), and we cannot but hope that the example of Mr. Lowe and his coadjutors, French and English, will inspire the Minister to undertake this great and most pressing work for the honour and advantage of England.

MISCELLANEOUS.

BANKRUPTCY CASE.

EX PARTE ELLISSEN, IN RE ELLISSEN'S DEED OF ARRANGEMENT.

The debtor carried on business as a merchant in England, and his brother Gustav was his agent at Hong Kong, in China, and his father, Philip Ellissen, merchant of Frankfort, had been in the habit of making advances to him from time to time by money and by accepting bills of exchange. This was an application by Mr. P. Ellissen that the inspectors and trustees under a deed of arrangement might be ordered to pay to him the sum of £726 received by them and their late co-inspector and trustee, since deceased, in January, 1866, from one William Reme, of Shanghai, in respect of the proceeds of fifteen bales of blankets.

His Honour now gave judgment, and, after fully stating the circumstances under which the claim arose, held that there was no sufficient evidence to support the application, and he accordingly dismissed it with costs.

THE ISTHMUS OF SUEZ.—A letter from Alexandria, in the *Moniteur*, says, that on the 15th inst. the railway from Suez to Ismailia was opened, and that in the evening M. de Lesseps gave a grand banquet of one hundred and fifty covers. "The development of the town of Suez," it adds, "assumes more and more remarkable proportions. Its population, which was only 3,000 inhabitants a few years ago, now amounts to 25,000. The French colony which the creation of the maritime canal has attracted to the place is already very numerous' and is generally in a prosperous condition. Our merchants and traders, who had very little capital when they established themselves at the commencement of the works, now do a large business, and for seven years not a single failure has taken place."

THE *New York Tribune* has employed a special correspondent in California, Mr. Mark Twain, and he sends an account which Mr. Horace Greeley cannot publish without acknowledging that brutality towards an "inferior race" is possible in other parts of the country besides the South. Mr. Twain says that he has seen dogs set on to Chinamen in the streets of San Francisco, and men standing round enjoying the sport as if they were at a bull-fight. "I have seen," he says, "troops of boys assault a Chinaman with stones when he was walking quietly along about his business, and send him bruised and bleeding home." Yet the immigration of Chinese amounts to about 1,000 weekly.

C. DEVERIGAZ, the Hawaiian Minister of Foreign Affairs, has arrived in San Francisco on his way to Europe, where he goes with full powers to procure a revision of treaties with the Sandwich Islands.

THE Queen has been graciously pleased to nominate and appoint his Highness Ismail Pacha, Viceroy of Egypt, G.C.B., to be an Honorary Knight Grand Commander of the Most Exalted Order of the Star of India.

Serpent, 4, screw gun-vessel, Commander Charles J. Bullock, employed as a surveying-vessel, has been ordered home from China to be paid off.

THE North German steam-corvette *Arcona* is fitting out at Danzig for the Far East, being under orders to be ready to sail for Japan by the 1st of September.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, MONDAY, SEPT. 7, 1868.

CHINESE STATE-CRAFT.

TRUTH, it is said, lies at the bottom of a well; but we must seek even deeper still for the true motives of Chinese statesmen. Their views and actions, judged by any European standard, are alike unaccountable. The last puzzling thing in Chinese statesmanship is the remarkable manifesto —for in this light we must consider it, although issued in the form of a memorial to the Imperial Government—of TSENG-KWO FAN. According to this, railways, telegraphs, inland steam navigation, and similar innovations, as well as all claims of foreigners to privileges not now accorded, are to be resisted at the sword's point. Yet not quite all—there is an exception in favour of the working of mines; this concession alone, he thinks, would be advantageous to his own country, while any others would be prejudicial. But here TSENG-KWO-FAN reckons without his host. He fails to see, apparently, that what he withholds with one hand he gives with the other. To work the mines, European engineers and machinery must be introduced, means of transit to the port of shipment will suggest tramways, which will be the sure precursors of steam locomotives; railways thus arrived at, telegraphs can no longer be tabooed, so that in short the permission to work mines inevitably brings in its train all the other dreaded innovations. Can TSENG-KWO-FAN be blind to this fact? Possibly; but we are more inclined to believe that he sees the impossibility of preserving the *status in quo*, and while, to keep up his reputation as a stanch Conservative, he (so to speak) bangs the front door in our faces, he at the same time is willing to open a side entrance for us to creep in by. Be his motive what it may, we cannot doubt the genuineness of his idea regarding mines, for we learn by the present mail that in his capacity of Viceroy of Nanking he has applied for, and received permission, to employ foreign skill in working those in the neighbourhood of Nanking and Ching-kiang. It may seem strange that this step should be taken almost at the same moment that permission is refused to make a road to the mines at Chai-tang, where there is excellent coal to be obtained at once, while at the southern mines it has at present been hardly possible to get a sample large enough to report on. But this is capable of explanation. Chai-tang is too near the capital to be safely made the scene of a first experiment. Should all go smoothly at Nanking, when the mines there have been got into fair working order there will be no pretext for not according the same facilities at Chai-tang, and by that time the Chinese mind will have become more familiarised with the new order of things. Hostile and prejudiced as it seems, there is yet a gleam of comfort to be got out of TSENG-KWO-FAN'S memorial. It is pleasant, too, to learn that Mr. HART has (in this case at least) been on the side of progress. He stood up bravely, we are informed, for the Chai-tang road, and told the Tsong-li-yamên (even before the adverse decision had been given) that there were thousands of people in Peking dying for want of food, to whom the construction of the road and the working of the mines would afford employment; that by refusing to allow the work to be done, they condemned these thousands to starvation, and that their deaths would lie at the door of the Government. It is a pity that such a bold and forcible representation as this should have been thrown away, but it was hardly to be expected that any considerations of mere humanity would have the slightest weight with those to whom Mr. HART addressed it.

"THE TIMES" ON TREATY REVISION.

LORD PALMERSTON, when he dissolved Parliament on the question of the "Arrow" war, and inaugurated that series of operations that led up to the Treaty of Tientsin, rescued China—for a time—from the obscure position to which it had been condemned by English journalists. The interest thus aroused however, gradually died out, until of late years we have again had occasion to deplore a degree of indifference to all China affairs on the part of the leading journals, only a degree less injurious than the lamentable ignorance displayed by those of lower standing, when they occasionally broke silence on these matters. The BURLINGHAME Mission has at any rate had one good result already, in awakening public attention to the importance of the questions now at issue between this country and China. *The Times*, we are glad to say, has taken up the subject, and as the opinions of the leading paper must always carry great weight—especially when based, as they evidently are in the present case, on a careful and minute examination of the subject under discussion—we reprint the article in its entirety, as well as one from the *Pall Mall Gazette*, which takes a somewhat different view, but is most ably written and well worthy of consideration. The *Standard* also has something to say about the matter, but this may be very briefly dismissed, being evidently written for the sole purpose of contradicting *The Times*. The terms of the supplementary treaty concocted by Mr. BURLINGHAME are construed as evidence of a burning, impetuous desire on the part of China to introduce the very improvements it so distinctly rejects! Referring to our operations against the Taipings, the *Standard* says:—"The very "aid we have lent them for three years against *a cause which "we knew to be good* has rendered our name a name of suspi- "cion and distrust;" and in concluding, it boldly asserts that the Americo-Chinese treaty is no evidence of sloth or stagnation on the part of China, but, on the contrary, proof that "she is preparing herself for advance, and breaking windows "through the Great Wall which has hitherto separated her "from the civilisation of the West." Comment on such childish absurdity as this is needless.

Our own opinions with regard to the Americo-Chinese Mission have already been expressed with sufficient clearness. Its chief aim and object, we have pointed out, is not only to arrest the process of development that has lately set in, but to leave the Chinese free to retrace such steps as they have already taken towards the adoption of a more enlightened foreign policy. The greater part of the supplementary treaty just concluded, amid such sickening bombast at Washington, we have described as a mere sham, only intended to cover the clause by which telegraphs, railways, or other improvements of any kind are to be for ever excluded from Chinese soil. We are glad to find these opinions fully confirmed by *The Times*. In the article before us it is clearly laid down that a retrograde policy on the part of China at this date is simply out of the question; that the function of the preliminary articles of the supplementary treaty is to conceal the real and sole object of the mission; which is embodied in the 8th and last article; that the object is, to enable China once more to fall back into its old policy of isolation and exclusion; and that "to acquiesce in "a condition so absurd would be simply to court fresh wars, "and to fling away the chief gain of the Treaty of Tientsin." We believe that we are not far wrong in saying that this is the identical view that will be taken by Lord STANLEY notwithstanding the fact that *The Times* is just now in a position of decided hostility to the Conservative Government while the *Standard* is understood to be its stanch supporter and therefore to some extent inspired.

A TELEGRAM from St. Petersburg states that the Governor-General of Eastern Siberia is about to proceed to the Chinese frontier, in order to settle definitely the boundaries of China and Siberia, in conjunction with a plenipotentiary from the Government of Peking.

THE results of the scientific excursion made in Tian-Chan in 1867 have been communicated to the Russian Geographical Society. The explorers have brought home a collection of botanical and zoological specimens, and a plan, on the scale of one foot per five versts, of all the country situated between the Naryn and the Chinese frontier, a surface of 12,000 square versts.

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THE HONG KONG MINT.

LATE advices from Hong Kong convey intelligence of the sale of the Mint machinery to the Japanese Government for the sum of 70,000 dollars, but no particulars are given as to where it is to be set up, or how worked. More than a year ago (June, 1867) we indicated a removal to Japan as its probable fate; and since its successful employment at Hong Kong has been given up as hopeless, it is gratifying to learn that this anticipation has been realised, and that the materials of the abandoned experiment will no longer cumber the ground and be an incubus on the tax-payers of the colony. Not that we acquiesce, even now, in the action of the local Government regarding it. We understand that although some 90 per cent. of its produce certainly went to the Straits, yet the non-circulation of the coinage in China was more the result of mismanagement and the prejudiced opposition of a clique than of any insuperable objection to it on the part of the Chinese. Moreover the banks, we are informed, offered to guarantee two-thirds of the working expenses if a further trial were allowed; and it seems to us to be an open question whether Sir RICHARD MACDONNELL has not somewhat exceeded the powers extended to him by the Home Government in closing the establishment so peremptorily and abruptly as he did. However it is shut up, dismantled, and sold; and there is an end of the experiment so far as Hong Kong is concerned. The sale is not altogether a bad one; the sum named, at the rates of exchange last advised, will equal over £16,000, and we believe the machinery and that portion of the plant sent out from this country cost under £30,000. The proceeds will go a good way towards paying one year's military contribution, and the buildings will be left free to be utilised in some other way for the benefit of the colony. What the Japanese will do with their acquisition remains to be seen. Probably, finding themselves in possession of such perfect machinery, they will altogether remodel their coinage and monetary system, and in a few years more bous and kobangs—the oddly shaped little cakes of silver and thin plates of gold—will have become altogether obsolete.

A WESTERN OVERLAND ROUTE.

AMONG the numerous papers recently discussed by the British Association—a select few of which we notice in another column—was one on a subject that is undoubtedly of considerable importance, although it has hitherto attracted very little attention in England. This is the approaching completion of the railway from the Atlantic to the Pacific, which will place New York and San Francisco in direct intercommunication, and will—our American cousins fondly hope—divert the great bulk of European trade with China from our eastward, to their westward overland route. No doubt some portion of it, more especially of the passenger traffic, will follow the new line; but we have already (in our issue of the 16th ult.) given our reasons for believing that, however great may be the results of the new route in developing American trade with the Far East, its effects on that of Europe have been unduly magnified. Mr. ALFRED WADDINGTON, the author of the paper that has called forth these remarks, appears to think differently. He assumes the threatened diversion of trade to be a real and inevitable danger, and urges the adoption of a plan by which Great Britain may yet hold her own. He proposes that we also should establish an inter-oceanic line of communication through our own North-American dominions, starting from Ottawa, with a terminus at the head of Bute Inlet, Vancouver's Island. The total length of the road would be 2,885 miles, or rather less than that of the United States line; and the cost of construction he sets down at £27,000,000. Lest the mention of such a vast sum should alarm capitalists, Mr. WADDINGTON points out that a company might be induced to undertake the work by liberal grants of land, which although now worth very little, would in course of time become of immense value. The plan certainly has its merits; leaving China interests out of the question, it would at least open up our vast North American territory to settlement and trade. But the enormous outlay required, and the great length of time it would take to complete even such a portion of it as would yield any return, will prevent the project assuming a tangible form for some time; meanwhile, we console ourselves with the belief that in his assertion that "our commercial supremacy is at stake" Mr. WADDINGTON indulged in some little exaggeration.

STRAITS GRIEVANCES.

THE Straits residents were formerly ruled by King LOG, and they didn't like him. Now they have King STORK, and find that they have—to use a somewhat homely simile—fallen out of the fryingpan into the fire. Grievances have accumulated under the new *regime* with alarming rapidity, and of the trio of Eastern colonies—Ceylon, the Straits, and Hong Kong—it is difficult to say which is the most hardly dealt by. In Singapore the manifestations of public discontent are constantly increasing. An inquiry into their cause is imperatively necessary, and as soon as Mr. DISRAELI and Mr. GLADSTONE have settled their faction-fight (for no more dignified term can be applied to the struggle now pending) it is to be hoped that the House of Commons will find some time to devote to the consideration of this and other colonial matters equally demanding attention. Judged by the test of public opinion, Governor ORD's rule is not a success. He commenced by launching the colony into great expense for Government buildings, that do not seem to have been planned with much taste or consideration; next came a large outlay for steamers, the whole duty of which would appear to consist in carrying Government officials in state from port to port; now, he tyrannises over the Legislative Council, interferes with the administration of justice, and prohibits the sheriffs from calling public meetings when requested to do so—a useful office that had always devolved on them previously. The Penang residents, too, have been treated in a very high-handed manner by their Lieutenant-Governor, and altogether it is evident that there are many just causes of complaint against the system under which the local Government is administered. The Legislative Council, as at present constituted, is a preposterous farce—a mere caricature of a legislative body. No doubt the Straits Settlements Association here will press these matters on the attention of Parliament when occasion again offers; but the interval between now and then may be a long one, and in the meanwhile something would be gained if those interested in the three colonies that are equally ill-used in this particular (Ceylon, the Straits, and Hong Kong) were to endeavour to come to some arrangement for mutual aid and support. Isolated questions put to Under-Secretaries are of no use; what is wanted is a full exposure and discussion of the present wretched system of colonial government.

Of course the short winter session, the sole object of which is to decide the fate of the Conservative Government, will afford no opportunity for the discussion of colonial affairs, and any attempt to procure redress of grievances from the House of Commons must be postponed until the re-assembling of Parliament next year. In the meanwhile, the Straits Settlements Association here has not relaxed in its determination to keep the fact of its existence before the Colonial-office. On the 25th ult. a meeting was held to consider the question of the Governor's control over the Judge of the Supreme Court, and a resolution was passed asserting the right of the Judge to that "complete independence of the local executive authority" which it has always hitherto enjoyed, and pledging the Association to use every means to support the petition to that effect already sent home by the colonists. We have now before us a letter addressed by Mr. NAPIER to the Duke of BUCKINGHAM, in which he communicates this resolution, and dwells at some length on the circumstances by which it was called forth. Mr. NAPIER insists on the pure, firm, and uncompromising manner in which justice has ever been administered in the Straits, and forcibly points out the injustice to the Judges themselves, as well as to the community, of any restrictive legislation implying suspicion or mistrust. No one whose mind is open to conviction can for an instant doubt the truth of Mr. NAPIER'S statement, that the secure tenure of his office by the judge is one of the main safeguards for the due administration of justice; nor, we believe, could any reasonable person object to the means by which he proposes to attain this desirable end. It is only necessary to introduce into the "Supreme Court Ordinance," now under consideration, a clause declaring that nothing contained in the GOVERNOR'S commission, or in any previous Act of Parliament, relative to the suspension or removal of public officers, shall apply to the Judges of the Supreme Court, who shall be liable to removal by the SOVEREIGN alone, on the advice of the COLONIAL SECRETARY. By this simple expedient the present GOVERNOR

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will be placed on the same footing, as regards his relations with the Supreme Court, as his predecessors, and a question that has given rise to very serious alarm in the colony will be satisfactorily disposed of.

THE CHINESE EMBASSY.

BURLINGHAME and "Bunkum" will soon come to be recognised as synonymous terms. The Chinese Ambassador is of course delighted at the unbounded success of his mission in America, and he has doubtless special reasons for being pleased with Mr. SEWARD; for in taking leave of that gentleman at Auburn he administered to him a dose of such gross flattery as would nauseate anyone but an American politician. In toasting Mr. SEWARD he said:—"The great Secretary "CANNING said that he had 'called a new world into existence "'to redress the balance of the old.' Mr. SEWARD has called "an old world into existence to redress the balance of the "new." So far Mr. BURLINGHAME'S progress has been signalised at every step by the biggest of big talk. After the above-mentioned incident the authorities at Buffalo invited him to a banquet. The Ambassador declined their hospitality, but he made them a speech, in the course of which he said:—"I shall go to Europe, extending to those nations the same "hand of goodwill which was so kindly received by the United "States; and *we* trust that *our* mission will result in THE "UNIFICATION OF THE WHOLE HUMAN RACE." Now this is really magnificent. Mr. BURLINGHAME'S aspirations, it will be observed, are just bounded by the limits of creation, and that is all. But then—and here opens before us an abyss of speculation so profound that we hardly dare to contemplate it—when Mr. BURLINGHAME has "unified" the whole human race; when there are no more nations or tribes to subjugate by the force of his matchless eloquence; when he stands like ALEXANDER, with no more worlds to conquer—what will he do *then?* The prospect is really awful—it will hardly bear thinking about!

THE American company which undertook the construction of a telegraphic line between America and Nicolaiewsk, on the Amoor, having discontinued its works and given official notice that it abandons the undertaking, the Russian Government has declared the concession annulled.

THE SUPPLEMENTARY TREATY BETWEEN THE UNITED STATES AND CHINA.

(THE TIMES.)

The announcement of a Mission to the Courts of Europe from a Government whose past treatment of its relations with Western nations had well nigh caused despair in those who had looked forward with hope, when the Treaty of Tientsin was signed, to the undisturbed development of friendly intercourse with the Chinese people was hailed here with satisfaction. The prospect held out by the utterances of the Americo-Chinese Envoy on his arrival in New York—that "China finds that she must come into relations with this civilisation that is pressing up around her; feeling that, she does not wait, but comes out to you and extends her hand"—implying that the Chinese rulers contemplated a step forward in the direction of fulfilment of their obligations, contracted and uncontracted, was more than welcome.

We are interested far beyond any other country in a trade which already amounts to one hundred millions sterling in the year. We are alive to the immense benefit which cannot fail to accrue to us from the development of that commerce to the proportions possible to it; those proportions meaning, besides other things, the not insignificant advantage to us as a manufacturing people of clothing the teeming millions of that empire, causing China almost to surpass India in worth to us. We harbour no sinister designs on the rights of either Government or people. Of this we have given practical proof by the terms to which, in common with the French Government, we restricted ourselves when we dictated at Peking the Convention of 1860. Our sole desire is that the Chinese Government may not be tempted to revert again to its policy of isolation and hostility, which it once fairly abandoned, and that so lately as the year just named—that we may be spared further conflict, and our legitimate commerce being suffered to expand in security, free from underhand interference, we may gain the opportunity of cementing by the ties of a common interest a friendly alliance with the Chinese people.

For reasons of the above nature, the cordial reception of a mission with a character such as that announced by its envoy was guaranteed, although we might, if so minded, have taken umbrage at the selection that has been made, to the exclusion of our own countrymen, in favour of an American gentleman who does not even count among his qualifications any knowledge of the language of the Court from which he comes accredited. Under no obligations to the United States, the Chinese Government is under obligations positive and weighty to ourselves; for, oddly enough, ever since the termination of our last war in 1860, we have been doing little else in China than rendering it service, so acting doubtless under the impression that we should thus place beyond question the sincerity of the friendship proffered. From the latter half of the year 1861 to 1864 we were crushing the Taiping rebellion, which there is no room for doubt would, but for our aid, have triumphed. Other important services might be chronicled, by which the tottering dynasty obtained a new lease of life. In establishing a trustworthy administration, which was of our devising, and the assent to which on the part of the Treaty Powers was due to our instrumentality, for the collection of the revenue upon foreign trade, which has now reached the high annual figure of £2,700,000 sterling, and which the Chinese Government, left to its own resources, would be utterly incompetent to collect, we have contributed in no mean degree to the maintenance of a Government long since bankrupt in its exchequer. Hence, it would have exhibited a graceful appreciation of such services had the Chinese Government made choice of an Englishman with a knowledge of the language in place of an American without it. But, doubtless, the choice is justified by the objects which the treaty clauses concluded by the Envoy with the United States disclose. Its aim would seem to be nothing less than the reinforcement of the Chinese rulers in their old attitude of passive resistance and unfriendliness. It is a pity that the foreign counsellors whom they have at their elbow should have supplied them with advice so mistaken and mischievous. A retrograde policy on the part of China at this date is simply out of the question; it is at variance with the tendencies of the age, is condemned by all the experience of the past, and can bear but one fruit—chronic hostility. There is an irresistible law of progress, which China must, like all other countries, obey or suffer.

The compact which this supplementary treaty aims in effect at exacting from all foreign Powers is to let China remain stationary for all time. To acquiesce in a condition so absurd, and as unavailing as absurd, would be indeed simply to court fresh wars, and to fling away the chief gain, as will be found whenever that treaty is carried into effect, of the Treaty of Tientsin, which was to transfer by degrees from the hands of the Government to those of the people the power to imperil our relations whenever this might chance to suit the purpose or convenience of the former.

We will now, without further preface, proceed to examine *seriatim* the articles of the treaty under consideration. It seems to have undergone material modification at the hands of the Senate. As it originally stood, it affirmed that the Emperor of China had never waived the right of jurisdiction over strangers settling in Chinese territory. As this surrender is the particular feature of the treaties the Emperor has signed with every foreign Power, the declaration was in manifest contradiction of the terms of those treaties to which, notwithstanding, no allusion whatever was made, nor was any proviso added to supply the place of the jurisdiction thus abolished by one stroke of the pen, by one of the signataries to a special agreement, without consultation or concert with the other; an oversight under the circumstances so palpable and extraordinary as to suggest the idea that the abolition of the existing jurisdiction could not have been seriously contemplated. This point need not now, however, be discussed, since the addition of a line at the end of the clause—"except so far as that right may have been expressly relinquished by treaty"—has rendered the article at once innocuous and nugatory. As it stands it reads strangely enough. The Emperor of China avers his opinion to be that he has not surrendered his jurisdiction over those tracts of his empire to which strangers are permitted to resort; but by the words which follow this opinion is shown to contravene existing treaties, which are thereupon pronounced binding, the opinion expressed to the contrary notwithstanding. Thus the Emperor, after affirming that, by certain acts of his which formally surrendered certain rights, he had not so surrendered them, advances the length of declaring that the treaties which did in express terms surrender those very rights shall bind him. It is difficult to see any intelligible object in a stipulation so worded. The right of the Emperor to jurisdiction over territory not ceded to a foreign Power has never been questioned. The anomalous state of things which grew out of the defenceless state of the foreign concessions at Shanghai during a time of civil war, when all vestige of Imperial authority had disappeared, owing to the expulsion of the authorities by the rebels, ceased with the necessity, and the Emperor recovered, without dispute on the part of either the British or French Governments, his rights unimpaired. As little reason was there for the intrusion into the body of this purposeless clause of the subject of war between foreign Powers on Chinese soil, as if the contingency were imminent or probable. Surely no good purpose can be served by it, and, not to speak of the bad impression conveyed to the Chinese mind, it is a slur upon Western nations. Throughout the Russian war Chinese territory was never once violated by any one of the three combatants, and, as far as compacts can avail, neutral territory is held sacred by international law. Was the phantom of war raised in default of any other cry, in the hope of "scaring" us into acquiescence in a treaty to which our assent was deemed otherwise hopeless?

Article 2. This article provides that all privileges shall rest within the discretion of the Chinese Government. After this matter-of-course proposition there comes, as in the case of Article 1, a qualifying sentence, which provides that such discretion shall not be exercised "in a manner or spirit incompatible with the treaty stipulations of the parties." If the clause had declared that future concessions being absolutely within the discretion of the Emperor of China, foreign Powers were never more to ask for further privileges, a definite and intelligible result would have been attained. As it is, by providing that the admitted discretion shall be regulated by the spirit of existing treaties, nothing is determined or defined, with the further disadvantage of opening the door by an expressly-worded clause for disputes and differences. Who among the contracting parties, for example, is to pronounce when the discretion exercised is compatible or incompatible with the spirit of the treaties, not to say with their letter?

It is worth noting with respect to both Articles 1 and 2 that particular pains appear to have been taken by Mr. Seward and the Americo-Chinese Envoy so to guard the United States that it parts with neither privilege nor concession in any event. In a speech delivered at New York, public attention was invoked to a policy, branded as extortionate and tyrannical, which it was alleged had been pursued towards China to the deprivation of her just rights. Did the Envoy hold this language to Mr. Seward, and if he did, and Mr. Seward concurred in the

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representation, how came it to pass that the Government of the United States neglected the opportunity afforded by this treaty of renouncing some of those rights of which the Emperor of China is stated to have been shorn, which the United States have not been slow to grasp, and of which they, in common with other nations, are at this moment, in full possession? Can the Envoy have raised the cry for a purpose, knowing it to be baseless?

We need not happily go far in quest of proof to make the groundlessness of the insinuations in question apparent. This is aptly furnished by the terms of a convention signed by the Chinese, when undeniably masters of their own action. It was concluded in November 1860, in the month subsequent to the final conclusion of peace between China and the allied Powers—Great Britain and France. What was the nature of the privileges voluntarily accorded to Russia? Article 7 of that convention provides that—

"In the localities thrown open to commerce, the Russians in China and the Chinese in Russia may enter into all commercial transactions without any hindrance from the local authorities; they may frequent the markets and shops in perfect liberty, as also the merchants' houses; they may buy and sell wholesale or retail, as best suits their convenience, on credit or otherwise, according to the confidence they place in each other. The length of stay of merchants in these localities is entirely dependent on themselves."

What tyrannical agency was there in this instance in operation to extort so valuable a clause? The truth is that the Chinese Government recognised the impossibility in 1860 of longer closing the door, and under this impression opened it wide.

We might call the same convention to our aid upon the question of jurisdiction, paraded in the Americo-Chinese Envoy's treaty as if of predominant importance in the eyes of the Chinese. It is a singular fact that although the convention referred to numbers only fifteen articles, Chinese jurisdiction is waived in no less than four separate and distinct clauses. These are:—

1. "Offences and defalcations will be judged as settled by the 7th Article of the Treaty of Tientsin, according to the laws of the Empire of which the delinquent is subject.
2. "Disputes which do not come under the head of 'commercial transactions,' as lawsuits, complaints, &c., will be settled by mutual consent of the Consul and chief local authority, and the delinquents punished according to the law of their own country.
3. "In criminal cases, no matter how serious, neither the Consul nor the Chinese authorities have any right to incarcerate or pass sentence upon an individual not a subject of their own Government.
4. "As provided for by the 7th Article of the Treaty of Tientsin, offenders shall be tried and punished in accordance with the laws of that one of the two countries to which they may belong."

Had the question of jurisdiction been a matter of real grievance why should the Emperor of China have affirmed and reaffirmed its surrender as above, without even an attempt to assign either duration or limit to the concession?

Articles 3 to 7 inclusive appear objectless, since their provisions already form part of the United States' Treaty of Tientsin, or of one or other of existing treaties with other foreign Powers, to the privileges of which the United States, under the favoured nation clause, are entitled. This will be apparent if we place the new Articles side by side with the old Articles:—

"NEW ARTICLES.

"Art. 3.—The Emperor of China shall have the right to appoint consuls at ports of the United States, who shall enjoy the same privileges and immunities which are enjoyed by public law and treaty in the United States by the consuls of Great Britain and Russia, or either of them.

"Art. 4.—The 29th Article of the Treaty of the 18th of June, 1858, having stipulated for the exemption of Christian citizens of the United States and Chinese converts from persecution in China on account of their faith, it is further agreed that citizens of the United States in China of every religious persuasion, and Chinese subjects in the United States, shall enjoy entire liberty of conscience, and shall be exempt from all disability or persecution on account of their religious faith or worship in either country. Cemeteries for sepulture of the dead, of whatever nativity or nationality, shall be held in respect and free from disturbance or profanation.

"Art. 5.—The United States of America and the Emperor of China cordially recognise the inherent and inalienable right of man to change his home and allegiance, and also the mutual advantage of the free migration and emigration of their citizens and subjects respectively from the one country to the other for purposes of curiosity, trade, or as permanent residents. The high contracting parties, therefore, join in reprobating any other than an entirely voluntary emigration for these purposes. They consequently agree to pass laws making it a penal offence for a citizen of the United States or a Chinese subject to take Chinese subjects either to the United States or to any other foreign country, or for a Chinese subject or a citizen of the United States to take citizens of the United States to China or to any other foreign country without their free and voluntary consent respectively.

"Art. 6.—Citizens of the United States visiting or residing in China shall enjoy the same privileges, immunities, or exemptions in respect to travel or residence as may there be enjoyed by the citizens or subjects of the most favoured nation, and reciprocally, Chinese subjects visiting or residing in the United States shall enjoy the same privileges, immunities, and exemptions in respect to travel or residence as may there be enjoyed by the citizens or subjects of the most favoured nation; but nothing herein contained shall be held to confer naturalisation upon the citizens of the United States in China, nor upon the subjects of China in the United States.

"Art. 7.—Citizens of the United States shall enjoy all the privileges of the public educational institutions under the control of the Government of China, and, reciprocally, Chinese subjects shall enjoy all the privileges of the public educational institutions under the control of the Government of the United States, which are enjoyed in the respective countries by the citizens or subjects of the most favoured nations. The citizens of the United States may freely establish and maintain schools within the empire of China at those places where foreigners are by treaty permitted to reside, and, reciprocally, Chinese subjects may enjoy the same privileges and immunities in the United States."

"OLD ARTICLES.

"Art. 10.—The United States of America shall have the right to appoint consuls and other commercial agents for the protection of trade, to reside at such places in the dominions of China as shall be agreed to be opened. [The treaty being one of reciprocity, the Emperor of China would be equally entitled to the privilege.]

"Art. 29.—The principles of the Christian religion, as professed by the Protestant and Roman Catholic Churches are recognised as teaching men to do good, and to do to others as they would have others do to them. Hereafter those who quietly profess and teach these doctrines shall not be harassed or persecuted on account of their faith. Any person, whether citizen of the United States or Chinese convert, who, according to these tenets, peaceably teaches and practises the principles of Christianity, shall in no case be interfered with or molested.

"Art. 12.—Any desecration of the cemeteries by natives of China shall be severely punished according to law."

"BRITISH CONVENTION OF 1860.

"Art. 5.—As soon as the ratifications of the Treaty of 1858 shall have been exchanged, his Imperial Majesty the Emperor of China will, by decree, command the high authorities of every province to proclaim throughout their jurisdictions that Chinese choosing to take service in the British colonies, or other parts beyond sea, are at perfect liberty to enter into engagements with British subjects for that purpose, and to ship themselves and their families on board any British vessel at any of the open ports of China; also that the high authorities aforesaid shall, in concert with Her Britannic Majesty's representative in China, frame such regulations for the protection of Chinese emigrating as above as the circumstances of the different open ports may demand."

UNITED STATES' TREATY CONTINUED.

"Art. 30.—The contracting parties hereby agree that should at any time the Ta-Tsing empire grant to any nation, or the merchants or citizens of any nation, any right, privilege, or favour connected either with navigation, commerce, political, or other intercourse which is not conferred by this treaty, such right, privileges and favour shall at once freely enure to the benefit of the United States, its public officers, merchants, and citizens.

"Art. 17.—It shall be lawful for them [United States citizens] to hire at pleasure servants, compradores, linguists, writers, labourers, seamen, and persons for whatever necessary service."

All may be pronounced harmless, so harmless and so needless as to awaken suspicion. Article 1 started with an imposing question, that of jurisdiction over the persons and property of foreigners. This is mooted, and at once dropped and left in specific terms precisely where it stood before. Article 2, providing that the Emperor of China shall exercise his discretion in respect of privileges in conformity with the spirit of the treaties, attains no tangible result. If the Emperor of China would but thus act, all fair claims upon him would at once be unanimously declared satisfied.

The subsequent Articles, as has been shown, are of no perceptible value. The first draught of the treaty, as published, contained a clause, which was originally No. 7, "recognising the necessity for representative coins having a common value, and also a common standard of weights and measures for all countries." This appears to have been eliminated, the Senate possibly regarding a proposal of this sort from China, whose coinage happens to be the unwieldy copper cash, and whose Government, though repeatedly appealed to, has turned a deaf ear to all proposals for a silver coinage, as too good a joke, and the object of its proposal, the occupation of space, as not quite a sufficient reason for its insertion.

That function the Articles which preceded it were, no doubt, thought to have adequately discharged, to conceal the real and sole object of the Americo-Chinese Envoy's mission to Europe, which is embodied in the 8th and last Article.

That Article is intended to pledge—and, in the minds of the Chinese rulers, it will pledge—Western Powers not to introduce the subject of railroads or telegraphs until, of their own motion, the Chinese avow their willingness and invite counsel, which they, of course, inwardly resolve shall be never.

As no foreign Power has the slightest intention of forcing the railway or the telegraph at the point of the bayonet upon the Chinese Government, and as the Government is quite competent to prevent the people under its rule, willing and well-disposed though they are, from parting with their land for such purposes, it is difficult to perceive the utility of a treaty engagement to such an effect. It would certainly be an act of imprudence and folly on our part, considering the temper and aims of the Government we have to deal with, to bind ourselves by an engagement in the solemn form of a treaty never to moot the subject of railroads, telegraphs, or other works of public utility, however desirable—nay, imperative—in a time which may not be far distant, their introduction might be for the conservation of our interests in that part of the world. Silly as such an engagement on our part would be, it would be attended with the most mischievous consequences; it would be safe to be violated, as, despite any treaties or conventions, railways and telegraphs will sooner or later find their way into China. The Government would think they had cause for complaint, and would reproach us with bad faith. This impression they would take care to convey to the people; the violated compact would be disseminated throughout the length and breadth of the land; we should be held up as incorrigible violators of our word—the laying down the railways as only a first step to occupation and possession of the land, the ravishment of the women, and the slavery of the men. We are not altogether strangers to this method, and we have seen in India how popular resentment may be inflamed by artful management and contrivance. Unless, therefore, we are prepared to pledge ourselves to the Chinese Government and people to have nothing to do with railways or telegraphs for all time, and are willing to let other nations enjoy that monopoly, we had better pause before we affix our signature to such a condition.

To conclude our remarks upon the treaty under notice, it is important to dwell upon the fact that the Chinese Government obtains no concession whatever from the United States; on the contrary, the only provision of any value is in favour of the United States, which was possibly the inducement tendered to Mr. Seward as the price of his signature. No railways and telegraphs are to be introduced; but, if they are, matters are put in train for insuring the monopoly of accruing advantages to the United States, who are "to recommend" other nations to comply. American diplomacy may have beaten ours in recent years at Peking, but that does not constitute a reason why we should chronicle the ignominious fact. The very insignificancy of the gain to the Chinese Government of this treaty constitutes a sufficient reason for its rejection, that gain, too, being not real, but only apparent. At bottom valueless to the Chinese, it would be, as has been above remarked, in every way prejudicial to the pacific development of our intercourse with the Chinese people.

And, these considerations aside, it may be asked if it be wise to multiply instead of diminishing the chances of disagreement among European Powers, and especially between ourselves and the United States? Of possible causes of difference have we not already enough in the West, without heedlessly sowing the seeds of a fresh crop in the East?

We rise from the perusal of this treaty, we are bound to say, with the conviction that there is more underneath it than appears on the surface. It bears distinct traces of foreign inspiration, and it is our belief that this mission did not originate with the Chinese Government at all; that the idea of enlisting Mr. Burlinghame as a temporary, recruit for furthering Chinese ends, so far from being spontaneous

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emanated from a foreign brain, and was suggested by the departure of the American Envoy, then on the eve of quitting Peking. The plan was, no doubt, joyfully welcomed by the Chinese Ministers, who, having but one object at heart, gave but one instruction—"Stop all progress; as to the rest, *carte blanche;* say and do what you like." The treaty concocted by the Mission on its passage from China is the result before us.

(PALL MALL GAZETTE.)

As regards its external relationships the Celestial Empire calls for more attention at present than it has done since the year 1860, when an allied French and British expedition advanced to the capital and the convention of Peking was made, supplementing the treaty of Tientsin which had been agreed upon two years previously, but the execution of which had been delayed by the *contretemps* that occurred at the mouth of the Peiho in 1859. It was very wisely arranged by Lord Elgin that the treaty he had formed should come on for revision after ten years' experience of its working, and this is the year which was fixed for that event.

In the modern period our commercial relations with China have been of rather a peculiar kind, owing chiefly to the desire of the people, or at least of a very influential portion of them, to keep their country secluded as far as possible. A humourous mandarin once remarked that England hit China in the face with one hand, and, holding out the other, insisted that it should be grasped in a friendly way; and it must be owned that our countrymen have still a decided leaning to Sydney Smith's doctrine that the "bombshell gospel" ought to be sent to all nations who insist upon shutting themselves up from the rest of the world. It is useless to disguise the fact that a good deal of our relationship with China is a forced relationship, which requires fleets and armies either in the foreground or in the background. In such a case any fine-spun arguments about international rights would be quite thrown away; and it is wise to confine ourselves to a consideration of those changes in the Treaty of Tientsin which are for our own interest, and may be effected without doing the Chinese obvious injury or seriously rousing their opposition.

A few years ago, when the Chinese were in the midst of their difficulties with internal rebellion and the changed state of foreign relationships forced upon them, they would not have dreamed of attempting to influence the action of occidental nations towards them, but would have simply looked upon it as they do on a thunderstorm or a drought, or any other infliction which it pleased Heaven to send. Now, however, their remarkable success (so much owing to the aid given them by foreigners) in restoring the Empire to a state of order and peace has given them courage to come forward and press their own view of the lessons to be learned from the working of the treaties of Tientsin. They have commissioned Mr. Burlinghame, who was formerly the United States Minister at Peking, to be their representative to the treaty Powers, and the line which he has taken up is rather a peculiar and apparently objectionable one. The Chinese, he asserts, have already so fully entered the comity of nations, and are so willing to allow foreigners all reasonable privileges of residence and trade in their country, that there is no necessity for any treaties or special stipulations with them. On the face of it this seems very absurd; for without such stipulations foreigners would be subject to Chinese jurisdiction, to the use of the greater and lesser bamboo, and to that peculiarity of Chinese courts of justice which subjects witnesses to corporal punishment until they agree in their evidence. The Americans are quite as unlikely as any other people to submit to such conditions, and no doubt calculate that, by their great influence in China and by subtle stipulations, they will retain their own jurisdiction; but, if the thing is to be properly arranged at all, there is no reason why it should not be done, as by our present treaty, in a straightforward and definite way.

On the other hand, the foreign merchants in China have their own ideas as to what the experience of the last ten years teaches, and what are the improvements which should be made in the treaties of Tientsin. On this subject considerable weight attaches to their views, and these have been very fully expressed in memorials from the Chambers of Commerce at Hong Kong, and at the open ports to the British Minister at Peking. It need not be admitted that our merchants are a conclusive authority (any more than Mr. Burlinghame) from whom there is no appeal, even as regards their own interest, while much less is it to be held that where so many conflicting interests are concerned their views are to be accepted offhand as indicating exactly what this country should aim at as regards China. There seems to be a general feeling among the mercantile community on the coast of China that the treaty of Tientsin has proved a very valuable document, but there are certain points on which they are almost all agreed in demanding further privileges or better means than they allege they have at present for obtaining the benefit of privileges which have been already conceded. There are two points in particular on which great stress is laid, and on which the Chambers of Commerce are pretty well agreed —namely, the illegal levying of transit dues on foreign goods by Chinese authorities, and the obstacles thrown in the way of foreigners travelling and residing in the country.

There is no doubt that one important object of the existing treaty was to extend the facilities for the sale of British manufactures, and especially of cotton goods, in the Chinese empire. To this end it was arranged that the inland transit dues, or at least one species of them, should be commuted for a payment of 2½ per cent. at the ports of entry; and it is now complained that, in spite of that commutation, transit dues are illegally levied on foreign goods so as virtually to exclude them from the greater part of the country. The Amoy merchants declare that these taxes range from 4 per cent. to 90 per cent. on the value of the goods, and the Shanghai Chamber alleges that a piece of shirting costing 16s. 2d. at that port cannot be delivered in Soochow, only eighty miles distant, at less than 18s. 4d., "showing," as they assert, "an inland charge of 2s. 2d." And, generally, they allege that these illegal transit dues are most injurious to commerce in increasing the price of Chinese exports, but more particularly in preventing the sale of British manufactured goods.

This complaint about illegal transit dues is always a telling point in this country against the Chinese, because it suggests that the interests of the British artisan are involved, and throws a halo of philanthropy and benevolence round the China merchant. At the time of the opium war some one created an immense sensation in Manchester by calculating what a great increase there would be in the manufacture of cotton goods if only every Chinaman could be got to buy a Lancashire pocket-handkerchief yearly, and similar suggestions easily arise in the minds of many persons when the hundreds of millions of the population of China are contrasted with our own power of producing cotton cloth. But to those who have made an intelligent acquaintance with the actual condition of China the question of inland transit dues is by no means so easy a one as the traders would have us believe. It is very difficult in that country to know on what ground levies are made. Its public works, such as the canals, which are the principal means of conveyance, are maintained by the Government, and if these are much out of repair the local mandarins find it necessary to levy special taxes in that district, in order that there should be any sufficiently cheap means of conveyance at all. Again, it is well known that robbers (so-called rebels) spring up very easily, and form themselves into formidable bands in any part of the empire where a portion of the population happens by some accident, such as the flooding of a river or the breaking down of a canal, to be deprived of its ordinary means of subsistence. The result of such a state of matters is that the Government officials placed in charge of a district so disturbed must have recourse to special taxes in order to restore it to a state in which there can be any demand for foreign goods, or transit of goods, or commerce in any shape whatever. They have no other source to look to except the revenues of their district for preserving order, and consequently they must tax the latter in the most convenient ways which present themselves. Now, in circumstances such as those just referred to, can it be any gain to commerce to refuse permission to the mandarins to levy transit dues? In the case of canals, roads, and such like matters, the tax levied is no way different from our own system of taxing carts and carriages at tolls still to be found in many counties at every few miles of road; and the Chinese might for similar reasons to those of our merchants complain that the sale of their tea is prevented in England by local transit dues. As regards taxes levied for the preservation of order, they might say that the excessive police rates of Bengal and Malwa prevent them getting their opium so cheap as they ought. To this it is very truly objected that the treaty of Tientsin contains a special article (XXVII.) which provides for the commutation of transit dues; but then the question is whether, looking at all the circumstances of the case, it is advisable to insist on the execution of an article which was demanded in considerable ignorance of what might be its effect, which was assented to under pressure which left the Chinese little option in refusing or assenting, and which, if strictly carried out, would interfere so seriously with the internal economy of the country. At all events we have mentioned sufficient to show that the principal demand made by the Chambers of Commerce is by no means so simple in itself or so clear in its probable effects as they would have us think, and as on the first blush it may appear to those who have given no special attention to the condition of China. On the other points mooted by the Chambers much to the same purpose might be said; but it is sufficient for the present to call attention to their demands, and to the line of argument which may be taken up against them.

On the whole, it looks as if the foreign merchants, and the Chinese as represented by Mr. Burlinghame, were playing a game against each other, and trying to neutralise each other's unreasonable statements by demands which will not bear examination, but which may serve the purpose of "choking off" the opposite side. Both parties, however, are mistaken in supposing that public opinion in this country is to be taken by storm in that kind of way; and we have no doubt that a further discussion of the subject will bring out clearly enough what are the real changes in our position towards China which the new time demands, and which will be equally beneficial to the people of both countries.

NAVY REFORM.

As the views of Captain Sherard Osborne on this important subject are likely to be interesting to many of our readers, we reprint the following able letter, addressed by him to the editor of *The Times* a few days ago:—

TO THE EDITOR OF "THE TIMES."

SIR,—The recent speech of Mr. Childers to his constituency, Mr Hunt's lame reply, and your able article of Saturday on our present wasteful expenditure upon navy, army, and monstrous fortifications, will, it is to be hoped, strike the key-note of a subject which deserves quite as much public consideration as the sweeping away of ecclesiastical abuses in Ireland.

Reduced taxation and reduced expenditure are matters every elector in this kingdom can appreciate, and if, as you justly show, diminished expenditure merely means the getting rid of a mass of inefficient officers, men, and materials, now draining our resources, and giving a fictitious appearance of strength were such strength does not really exist, it surely calls for uncompromising action on the part of the constituencies of Great Britain to pledge their future representatives to sweeping reduction in our naval and military expenditure, and to take care that such pledges are faithfully redeemed?

My testimony may be worth little, but such as it is, after having given much consideration to the subject of public expenditure on the navy ever since the appearance of a little work in 1867, known as Sir Frederick Grey's Blue-book, and having devoted some study to military expenditure, whether on men, fortifications, materials, or manufactures, I avow that there should be now little difficulty in reducing it by the annual sum of six millions, or a sum equal, say, to our income-tax of 5d. in the pound sterling, and that without impairing the real fighting power of the State.

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Of course we all agree that such trenchant reduction cannot be wrought by a weak Government or a Parliament composed for the most part of contractors or their allies. Neither can we expect it if the next Parliament should be, according to recent prophecy, reconstituted of "young lords and soapboilers;" but, given such men as Joseph Hume and Sir James Graham, the economy can be effected with proportionate efficiency in all branches of the navy and army.

So far as my own profession is concerned, whether in effete admirals, unserviceable half-pay officers of all grades, huge dockyard establishments, crazy ships, gangs of loafers receiving pay as combatants who have sworn to themselves never again to see blue water, and reserves which are only so in name, I maintain that there never was a time in the history of our navy when unsparing retrenchment could be more advantageously carried out, both in the interest of the State and of our service.

What is true of the navy is still more applicable to the army. Take our home military expenditure in all its branches, add that to the vast sums wrung from the Hindoo for that portion of the British forces which are in India, and I think you will find that England stands at the head of all the nations of the earth in her military expenditure, though a long way down the roll in the number of combatants she could proportionately produce. The fact is, neither Horse Guards nor War Office has calmed down since the Crimean war and the Indian Mutiny. More camps, more garrisons, more forts, more muskets, more guns, more staff-officers, more appointments, more patronage is ever the Horse Guards' cry, just as the list touchingly read by the Admiralty organ in the House of Commons last Session was for more money, more ships, more seamen in the navy.

The limit must be drawn by the tax-payer; if he gives unlimited credit there will be unlimited expenditure, and every Ministry will justify it by an appeal to a self-appointed select committee of professional men.

Comparing our increasing expenditure since the Crimean war with the returns of pauperism, it is curious, after allowing for the sudden accession of paupers caused by the cotton famine, to note how much the two items run parallel to each other. Last Lady-day, just as Tory Secretaries of State were justifying the previous year's waste and asking for more supplies, there were nearly a million of declared paupers in Great Britain. That million of houseless, penniless creatures had behind them, as we all very well know, another million of poor souls, some who preferred to starve rather than beg, others who warred on society, living on it, if not by it. To these two millions we must add those who live upon us, from befeathered Commander-in-Chief down to the soldier, sailor, policeman, public pensioners, and *employés*, before we can arrive at anything like a just proportion of the drones and wasps the bees have to support in this our British hive.

Something might be said in favour of our present large outlay in camps and fleets if the mere outward semblance of efficiency—the "pomp and circumstance" without the real preparation for war—would serve the purpose of frightening foreign Powers from ever disturbing us. But it does not answer its purpose, any more than the Japanese calico screens representing heavy batteries stopped our reaching Yedo and its Shiogoon. If anyone doubt it, let him read—and I strongly advise the perusal—a remarkable report by the United States' Commissioners to their Government on the exhibitions of the munitions of war in Paris last year. Taking the chapter "Ironclad Ships" alone, it is evident we have been unable to cast any glamour in the eyes of our Transatlantic brethren. They have discounted our expensive fleet of broadside armourclads, and they more than ratify all *The Times* has ever said, or I have ever written in *Blackwood's Magazine* or elsewhere, on the same sad subject. The report should be printed in the largest type, and hung up in the board-room at Whitehall. The Yankees have quite seen through our calico fleet, and shown how unprotected ends in ironclads will only serve to burn or smoke out our seamen from protected box batteries; how rams of the *Amazon* type will not ram, save to their own destruction; how things like the *Pallas* will not serve as the eyes of a fleet to any future Nelson; how "it would be difficult to imagine a case of more successful deception than that by which the British public has been led to believe that the armour-plates of the *Hercules* are nine inches in thickness," because a *Hercules* target was stuck up in the Exhibition with a nine-inch plate on it, and so ticketed; and how they have summed us up, after spending so many millions of money, as merely possessing an "egg-shell fleet," which, "in the event of war, would prove a source of weakness rather than of strength to the nation."

If such is, then, the result, and I and many others believe it to be so, surely the real remedy lies in economy? If a collection of old gentlemen or officers incapable of appreciating the future requirements of our navy and army are to waste public money in ships and forts because it is our ancient custom that they should do so, the less money they have to play with the better. When war really comes we shall all wake up; we shall have all the better means in hoarded wealth to meet the requirements of the moment, and we may rely on the patriotism of our countrymen; the skill, energy, and resources of our private factories and yards, and the genius of our people for war as well as their love of peace. Herein lies our real strength; for, as the commissioners already quoted say, very truly, "No one who examines the products of British skill and labour as illustrated in the Champ de Mars can doubt for a moment that English shipyards can turn out ironclads better adapted for naval warfare than any possessed by the British Government; indeed, they have already supplied them to other countries."

What can be done by this nation in warships and sailors can, when the necessity arises, be also accomplished in fortifications and soldiers; and I will back a good railway contractor to throw up an earthwork in forty-eight hours far more formidable against an enemy's fleet than anything yet produced at Spithead or Plymouth.

Retrenchment in expenditure should, therefore, I maintain, be our motto, as well as the disestablishment of the Irish Church; for both measures are needed for the better consolidation and future safety of the United Kingdom.—Yours obediently,

London, Aug. 30. SHERARD OSBORN, Captain.

Monetary and Commercial.

Messrs. Birley and Co. announce that the interest and responsibility of Mr. Francis Parry and Mr. Thomas Smith in their firm at Hong Kong, Canton, and Foochow, ceased on the 31st December, 1867. The present partners are Mr. Charles Wilson Murray, Mr. Arthur Smith, and Mr. Thomas Pyke. Mr. H. L. Dalrymple signs the firm by procuration.

An announcement appeared the other day in some of the daily papers that "the bills of a firm engaged in the India and China trade had been returned." We are enabled to state that the firm in question had no connection with China; moreover, the liabilities are so small that the circumstance was hardly worthy of mention in the City Article of the papers that published it.

The sum of £26,000 in gold has been withdrawn from the Bank for manufacture into small bars for shipment to China.

At last week's biddings for bills on India the amounts allotted were, to Calcutta, Rs. 18,89,000; and to Madras, Rs. 1,11,000. The minimum price was fixed as before at 1s. 10½d. on both presidencies, and tenders at 1s. 11d. receive about 56 per cent. No tenders on Bombay were invited.

The Telegraph Construction and Maintenance Company's steamship *Chiltern* has sailed from the Thames for Malta with the shore end and part of the main cable for the direct submarine telegraph line to be laid by that company for the Anglo-Mediterranean Telegraph Company (Limited). The *Scanderia*, containing the remaining length of the main cable, will sail in a few days.

At the meeting of the City Offices Company (Limited) it was announced that satisfactory progress had been made with the scheme for opening the "Lombard" subscription room, over 3,000 subscribers having been secured. A resolution authorising the step was carried with only one dissentient vote.

The amount of bullion by the P. and O. Company's steamer *Peru*, from Southampton on the 5th inst., was in gold, to Galle, £20,100; to Bombay, £57,100; to Madras, £5,215; to Calcutta, £10,000; to Alexandria, £5,000; in silver, to Singapore, £9,896; to Hong Kong, £25,740; to Foochow, £900; to Shanghai, £10,700; total in gold, £97,415; in silver, £47,236.

BOARD OF TRADE RETURNS.

The Board of Trade returns for July show a steady tendency towards revival in nearly all branches of industry, with the exception of the iron trade. Compared with the corresponding month of last year there has been an increase of £185,839, or about 1 per cent., in the declared value of our exportations, while upon the total of July, 1866, the increase is 5 per cent. Our consignments of cotton goods have been on a satisfactory scale; since, although those of yarn figure for a decrease of 21 per cent. in value and 14 per cent. in quantity, those of manufactured articles show an increase of 2¼ per cent. in value and 12 per cent. in quantity. In woollen goods likewise there have been increased transactions, owing chiefly to an improved demand from the United States, the augmentation being 6 per cent. in declared value and 35 per cent. in quantity. There has likewise been an increase of 7 per cent. in our shipments of coal, 6 per cent. in earthenware, 19 per cent. in haberdashery, 2 per cent. in hardwares, and 14 per cent. in silk manufactures. Iron, on the other hand, shows the large diminution of 16 per cent., and in linen manufactures there has been a diminution of 4 per cent. As regards importations it appears that the arrivals of cotton during the month were 719,793 cwts. against 748,898 in July, 1867, a falling off of about 4 per cent., and that of wheat they were 3,010,288 cwts., against 3,295,622, a falling off of 9 per cent. Our total shipments of goods for the first seven months of the year have been £100,349,426, showing a reduction of 2¾ per cent. from those of the corresponding period of last year, and of about 7 per cent. from those of 1866.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

TEA.

	1866.	1867.	1868.
Quantity for the month ended 31st July ... ... lbs.	1,539,669 ...	2,825,267 ...	2,283,500
Quantity for the seven months 31st July ... ... lbs.	76,974,195 ...	65,121,405 ...	66,903,063
Value for the month ended 30th June	£1,425,488 ...	£210,430 ...	£240,213

RAW SILK.

From	For the Month ended 31st July. 1866.	1867.	1868.
China... ... ... lbs.	4,400 ...	2,406 ...	10,400
British India... ... ,,	3,928 ...	— ...	—
Egypt* ... ... ,,	150,589 ...	242,184 ...	50,533
Other Countries ... ,,	65,771 ...	61,706 ...	65,883
Total ... ... ,,	224,688 ...	306,296 ...	126,816

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		For the Seven Months ended 31st July.		
China...	lbs.	83,695 ...	26,957 ...	50,024
British India... ...	,,	61,199 ...	— ...	12,190
Egypt*	,,	1,604,624 ...	2,039,224 ...	1,863,543
Other Countries ...	,,	794,741 ...	1,021,794 ...	787,444
Total	,,	2,544,259 ...	3,087,975 ...	2,713,201

*In transit from India, China, and Japan.

COFFEE.

From		For the Month ended 31st July. 1866.	1867.	1868.
Ceylon	lbs.	6,049,254 ...	9,024,386 ...	5,551,222
Other British Possessions	,,	3,173,995 ...	2,178,824 ...	633,614
Total from all parts ...	,,	13,200,875 ...	16,020,078 ...	10,818,614
		For the Seven Months ended 31st July.		
Ceylon	lbs.	37,637,536 ...	45,127,631 ...	51,297,897
Other British Possessions	,,	7,458,111 ...	6,653,506 ...	10,220,912
Total from all parts ...	,,	58,788,530 ...	69,661,425 ...	82,234,208

RAW SUGAR.

From		For the Month ended 31st July. 1866.	1867.	1868.
Java & Philippine Islnds.	cwts.	74,063 ...	22,844 ...	45,399
Total from all parts	,,	1,455,611 ...	1,084,406 ...	1,264,334
		For the Seven Months ended 31st July.		
Java & Philippine Islnds.	cwts.	263,169 ...	174,301 ...	478,526
Total from all parts	,,	6,309,097 ...	6,693,266 ...	6,498,921

HEMP.

From		For the Month ended 31st July. 1866.	1867.	1868.
Philippine Islands ...	cwts.	985 ...	7,035 ...	11,380
Total from all parts ...	,,	151,935 ...	73,364 ...	111,273
		For the Seven Months ended 31st July.		
Philippine Islands ...	cwts.	28,312 ...	49,538 ...	90,456
Total from all parts ...	,,	432,847 ...	262,572 ...	383,622

RAW COTTON.

From		For the Month ended 31st July. 1866.	1867.	1868.
China	cwts.	13,496 ...	— ...	—
British India... ...	,,	509,942 ...	318,332 ...	293,909
Egypt...	,,	70,729 ...	81,848 ...	35,808
United States ...	,,	404,113 ...	271,309 ...	270,641
Total from all parts ...	,,	1,075,244 ...	748,898 ...	719,793
		For the Seven Months ended 31st July.		
China	cwts.	13,496 ...	4,707 ...	—
British India	,,	2,888,141 ...	1,257,869 ...	1,022,892
Egypt	,,	690,267 ...	784,679 ...	783,273
United States ...	,,	3,635,202 ...	3,672,792 ...	4,257,437
Total from all parts ...	,,	7,932,986 ...	6,396,104 ...	6,735,301

CLEARANCES FOR HOME CONSUMPTION.

		For the Month ended 31st July. 1866.	1867.	1868.
Tea from all parts ...	lbs.	8,766,623 ...	9,268,884 ...	7,098,701
Coffee from Ceylon ...	,,	1,923,922 ...	1,566,982 ...	1,445,258
Do. from all parts...	,,	2,660,861 ...	2,645,798 ...	2,304,128
Raw Sugar from Java & the Philippines ...	cwts.	12,994 ...	21,963 ...	63,460
Raw Sugar from all parts	,,	947,610 ...	947,444 ...	1,026,271
		For the Seven Months ended 31st July.		
Tea from all parts ...	lbs.	58,807,548 ...	62,502,711 ...	63,681,881
Coffee from Ceylon ...	,,	13,536,134 ...	12,415,598 ...	12,022,450
Do from all parts...	,,	18,493,686 ...	18,867,039 ...	18,195,639
Raw Sugar from Java & the Philippines ...	cwts.	120,064 ...	274,521 ...	478,104
Raw Sugar from all parts	,,	5,796,417 ...	6,704,419 ...	6,444,752

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st July, 1868, compared with the two previous years :—

		1866.	1867.	1868.
Coffee...	lbs.	34,078,900 ...	38,676,415 ...	42,700,982
Tea	,,	97,720,786 ...	84,729,842 ...	71,636,895
Unrefined Sugar ...	cwts.	3,865,849 ...	3,137,361 ...	2,190,985

The following is an account of the value of the Imports into the United Kingdom from the undermentioned countries for the three months and six months ended 30th June, 1868, compared with the value for the corresponding periods of the years 1866 and 1867 :—

	For the Three Months ended 30th June. 1866.	1867.	1868.
China (exclusive of H. Kong)	£3,241,563 ...	£1,332,053 ...	£1,608,243
Hong Kong	48,680 ...	49,405 ...	39,815
Japan...	108,260 ...	106,022 ...	36,859
Singap. & Straits Settlements	440,629 ...	332,210 ...	493,261
Ceylon	868,047 ...	1,115,921 ...	1,117,511
Philippine Islands	202,214 ...	251,205 ...	361,697
Java	— ...	3,060 ...	12,702
Cochin China, &c.	— ...	— ...	5,987
Borneo	10,008 ...	1,8744 ...	—
Siam	6,540 ...	— ...	16,527
	For the Six Months ended 30th June.		
China (exclusive of H. Kong)	£5,554,151 ...	£4,233,414 ...	£4,496,929
Hong Kong	96,576 ...	138,290 ...	79,045
Japan	180,748 ...	197,132 ...	56,542
Singap. & Straits Settlements	718,792 ...	567,138 ...	736,368
Ceylon	1,228,912 ...	1,431,937 ...	1,605,732
Philippine Islands	306,140 ...	281,174 ...	692,958
Java	3 ...	3,063 ...	12,702
Borneo	10,008 ...	27,970 ...	12,115
Siam	7,929 ...	— ...	16,527

EXPORTS.

COTTON YARN.

To		For the Month ended 31st July. 1866.	1867.	1868.
China and Hong Kong	lbs.	388,080 ...	833,900 ...	978,160
Singapore	,,	252,550 ...	166,600 ...	163,400
Ceylon	,,	148,000 ...	104 995 ...	13,600
Total to all parts ...	,,	9,838,927 ...	14,219,510 ...	12,223,392
		For the Seven Months ended 31st July.		
China and Hong Kong	lbs.	2,912,506 ...	3,843,548 ...	3,824,806
Singapore	,,	811,920 ...	1,371,390 ...	869,600
Ceylon	,,	492,978 ...	176,295 ...	284,610
Total to all parts ...	,,	73,320,836 ...	90,352,541 ...	99,708,175

COTTON MANUFACTURES.

To		For the Month ended 31st July. 1866.	1867.	1868.
China and Hong Kong	yds.	16,191 591 ...	13,138,302 ..	36,332.288
Philippine Islands ...	,,	58,720 ...	3,619,500 ...	1,149.600
Java	,,	3,027,990 ...	3,372.200 ...	47,700
Singapore	,,	5.920,344 ...	5,490,400 ...	6,249.075
Ceylon	,,	3,821,786 ...	2,545,480 ...	1,670.347
Total to all parts ...	,,	216,199,749 ...	224,943,497 ...	251,214,453
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	101,973.487 ...	80.579,498 ...	179,590,656
Philippine Islands ...	,,	11,887,774 ...	23,200.272 ...	18.851,020
Java	,,	30,600,115 ...	23,025,586 ...	13,542,552
Singapore	,,	31,649,001 ...	41,368.843 ...	35,226,500
Ceylon	,,	14,005.352 ...	12,426,978 ...	15,259.751
Total to all parts ...		1,412,385,282	1,529,053,577	1,624,976,867

WORSTED STUFFS.

To		For the Month ended 31st July. 1866.	1867.	1868.
China and Hong Kong	yds.	1,373,773 ...	1,423,910 ...	1,675.035
Total to all parts ...	,,	18,569,853 ...	18,748,995 ...	25,618,647
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	12.276,389 ...	14.706,474 ..	12.958,186
Total to all parts ...	,,	132,938,793 ...	118,123,461 ...	127,758,717

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st July. 1866.	1867.	1868.
China and Hong Kong	yds.	139,922 ...	65,360 ...	251,073
Total to all parts ...	,,	3,395,669 ...	2,888,380 ...	2,408,085
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	1,097,659 ...	822,975 ...	1,381,062
Total to all parts ...	,,	19,882,014 ...	17,759,353 ...	13,639,212

LEAD.

To		For the Month ended 31st July. 1866.	1867.	1868.
China and Hong Kong	tons	102 ...	426 ...	1.572
Total to all parts ...	,,	2.509 ...	2,913 ...	4,951
		For the Seven Months ended 31st July.		
China and Hong Kong	tons	4,185 ...	1,804 ...	6 545
Total to all parts ...	,,	16,459 ...	14,334 ...	26,386

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and six months ended 30th June, 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

To		For the Month ended 30th June. 1866.	1867.	1868.
China (exclusive of H. Kong)		£479,489 ...	£409,458 ...	£453,757
Hong Kong		144,470 ...	250,084 ...	245,300
Japan		58,690 ...	193,402 ...	91,149
Singap. & Straits Settlements		89,929 ...	131,641 ...	141,630
Ceylon		130,663 ...	53,532 ...	120,471
Philippine Islands		120,889 ...	132,865 ...	121,003
Java		269,430 ...	126,302 ...	81,493
		For the Six Months ended 30th June.		
China (exclusive of H. Kong)		£2,630,041 ...	£2,110,155 ...	£2,919,842
Hong Kong		1,391,916 ...	967,147 ...	1,073,868
Japan...		794,881 ...	816,797 ...	504,775
Singap. & Straits Settlements		944,437 ...	1,047,807 ...	762,548
Ceylon		491,176 ...	355,432 ...	410,799
Philippine Islands		413,201 ...	600,240 ...	480,912
Java		824,188 ...	679,516 ...	402,958
Siam		4,088 ...	— ...	268

HAMBURG TRADE RETURNS.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Aug. 28.

The following tables, having reference to the commerce of this port with the Far East, are extracted from the statistical returns for the year 1867, compiled and published by the Hamburg Board of Trade. They must be regarded as highly satisfactory, for it will be seen that all articles of any importance show an increase on the previous year. The marked disproportion between Tea and Coffee (in Table 5) is a curious feature.

1.—*Direct Imports from China.*

	Value in Marks Banco.
Tea, 3,413 chests 23 packages	64,190
Sugar (raw), 1,075 bags	23,560
Cigars, 7 chests 2 packages	2,770
Rice, 24,240 bags	130,330

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	Value in Marks Banco.
Cassia lignea, 15,265 chests 100 packages ...	620,300
Do. flores, 25 chests	2,530
Ginger, candied, 2,119 chests 39 casks ...	76,460
Redwood, 1,378 centners	12,590
Galls, 820 chests	40,740
Vermilion, 40 chests	5,070
Galanga root, 318 bales	3,540
Star annis, 165 chests...	15,540
Camphor (raw), 405 chests	42,900
Oil of cassia, 333 chests	87,140
Oil of star annis, 20 chests	17,460
Tortoiseshell, 7 chests 510 lbs.	5,100
Divers manufactures, 18 chests 4 packages ...	4,370
Mats, 1,517 packages	36,790
Paper, 66 chests 4 packages	5,460
Porcelain, 43 chests	2,830
Fireworks, 60 chests 1,254 packages	49,530
Other articles	37,120
Marks bco.	1,326,320

2.—*Direct Imports from Netherlands India.*

	Value in Marks Banco.
Raw sugar, 40,297 bags	328,800
Rice, 5,652 bags	134,840
Tortoiseshell, 1 chest...	600
Rattans, 16,813 bundles	12,860
Marks bco.	477,100

3.—*Direct Imports from Singapore.*

	Value in Marks Banco.
Coffee, 561 bags	20,490
Sago, 7,349 chests 3 bags	109,620
Pepper, 15,529 bags	300,950
Redwood, 267 centners	2,250
Terra japonica, 6,139 packages	210,880
Tin, 367 blocks	19,980
Buffalo horns, 3,749 No.	3,190
Rattans, 15,044 bundles	13,600
Canes, 338,838 No.	32,310
Other articles	8,610
Marks bco.	721,880

4.—*Direct Imports from British India.*

	Value in Marks Banco.
Coffee, 300 bags	11,640
Rice, 136,992 bags	1,501,170
Sago, 624 chests	9,810
Pepper, 1,142 bags	28,670
Terra catechu, 6,326 packages	148,240
Buffalo horns, 3,528 No.	2,670
Rattans, 2,807 bundles	8,800
Other articles	2,490
Marks bco.	1,713,490

5.—*Total Imports of the following Articles.*

	Quantity in Centners.	Value in Marks Banco.
Coffee*	1,092,612 ...	39,702,640
Tea	25,112 ...	2,858,790
Raw sugar*	780,943 ...	11,467,060
Refined sugar* ...	145,743 ...	3,083,840
Sugar candy*	2,142 ...	46,850
Rice*	365,489 ...	2,908,910
Sago*...	17,253 ...	219,310
Pepper*	26,796 ...	575,550
Cassia lignea*	12,372 ...	843,810
Cassia flores	178 ...	18,030
Cinnamon	631 ...	82,600
Cardamoms	195 ...	71,500
Cloves*	4,478 ...	88,330
Mace*	530 ...	66,360
Nutmegs*	497 ...	41,090
Ginger*	6,563 ...	150,800
Candied ginger*	1,113 ..	97,720
Redwood*	110,920 ...	802,780
Galls*...	7,005 ...	419,250
Terra catechu*	11,240 ...	299,090
Terra japonica*	27,161 ...	359,170
Vermilion	1,356 ...	233,810
Galanga root...	354 ...	3,540
Cassia vera	784 ...	33,340
Star annis	210 ...	16,480
Tonquin beans*	44 ...	5,370
Cubebs*	228 ...	10,790
Camphor (raw)*	2,594 ...	249,290
Do. (refined)*	62 ...	7,830
India-rubber*	14,440 ...	1,597,730
Oil of annis	28 ...	19,780
Oil of cassia*...	248 ...	119,620
Oil of cloves*	42 ...	7,000
Oil of star annis*	140 ...	117,360
Mother of pearl shells* ...	6,281 ...	143,650
Tortoise shell*	43 ...	42,190
Buffalo horns*	1,661 ...	46,060
Rattans*	28,137 ...	391,760

Those articles marked (*) were larger both in quantity and value than in 1866.

ARTICLES OF IMPORT.

TEA.

The attention of the trade is just now centred on the almost simultaneous arrival of six of the China clippers, of which the Ariel was the first to get her teas on the market; the first sales made were at 2s. to 2s. 6d. for new season's Kaisow, and 2s. 6d. to 2s 9d. for Paklings in boxes for export to Russia, &c.

The new black leafs ex Agamemnon prove quite up to the favourable expectations formed from Overland samples, and have sold well at 2s. 1d. to 2s. 3d. for fine Oonams and Ooanfas, and 2s. 4d. to 2s. 6½d. for fine Monings and Oopacks; about 8,000 chests have sold. Kaisows, except finest, are most difficult of sale.

At last week's public sales 22,219 packages were offered, of which about 18,000 found buyers, and these generally at a further decline. About 5,000 boxes new season's Canton scented teas per overland mail were sold—Scented Caper at 1s. 7d. per lb., Scented Orange Pekoes at 1s. 2d. to 1s. 6¾d. per lb., showing a still further decline, and entailing in most cases a heavy loss—as much as 7d. to 10d. per lb. Old season's Canton Scented Pekoe sold at fully 1d. per lb. lower. Congous sold irregularly, but in some cases at a slight reduction on private contract prices. Packages offered:—Congou, 11,061; Scented Caper, 1,564; Oolong, 766; Souchong, 206; Pekoe Souchong, 200; Flowery Pekoe, 48; Scented Orange Pekoe, 7,160; Hyson, 158; Young Hyson, 616; Imperial, 49; Gunpowder, 242; Sorts, 8; Assam, 11; Java, 130; total, 22,219 packages.

SILK.

[*For London market see "Commercial Postscript."*]

According to a Circular of Messrs. Arles Dufour and Co., there has, as usual in the month of August, been very little business in the Lyons Silk Market. The supplies of European raw and thrown descriptions having been limited, the prices of these remain firm and the stocks held are lower than ever. In China Silk the first arrivals have not yet led to any important transactions, and quotations are still unsettled. It is considered that the political state of Europe may induce many importers to realise at small profits, while, on the other hand, others may feel justified in holding until later in the season, when, European Silk being exhausted and a change in fashion occurring, Asiatic Silk is likely to be used more freely. Bengal sorts are still neglected, on account of the difficulty of having them thrown.

COTTON.—The market was very firm in the early part of the interval, consumers and exporters doing a large business, and although, owing to the large import, a quieter tone has prevailed during the last day or two, prices show but little change. All descriptions of East India found free buyers in the early part of the interval, but the large import has subsequently caused a quieter feeling, and prices have in some instances given way ⅛d. per lb.

COFFEE.—The market has been largely supplied with Ceylon, both Plantation and Native. Plantation, especially the superior qualities, has sold very well at firm rates, while prices for the medium and lower sorts have been slightly easier. Native has been in less demand, and quotations are 6d. to 1s. per cwt. lower than those given in our last. The following are the current rates: Plantation Ceylon, triage and ordinary, 56s. to 58s.; good and fine ordinary, small and gray, 61s. 6d. to 67s.; low middling to middling colory, 67s. to 75s. 6d.; good middling, 77s. to 80s.; good bold. 82s. 6d.; pea-berry, 78s. to 86s. Native Ceylon, good and fine ordinary, at 46s. to 48s.; small, 38s.; pea-berry 50s. 6d.; garblings, 20s.

COCOA-NUT OIL.—The market is firm but inactive. Of Ceylon, about 130 casks have been disposed of at £51 5s. per ton.

CAMPHOR.—We are still without business of importance in either China or Japan.

CUTCH.—Prices are slightly lower, 300 boxes Pegu, at auction, having realised 30s. to 31s. 6d. for good quality.

GALLS.—We have no transactions to report, all offers at auction having been bought in.

GUMS.—Benjamin: Quiet; of 95 cases Sumatra at auction, a few only sold at £7 10s. per cwt. for false packed seconds, and £4 17s. 6d. very ordinary thirds. Copal: Firm; but of 204 cases at auction only one-fourth sold at 32s. 6d. to 33s. 6d. per cwt. for ordinary rough hard. Damar: Steady; 163 cases sold at auction at 85s. to 88s. per cwt. for fair to good picked.

INDIA RUBBER.—The market is extremely flat; 22 baskets Singapore and 134 packages Penang offered at the auctions were all bought in.

JAPAN WAX.—Rates again exhibit an advance, and 398 boxes of recent arrival, offered at the sales, realised £5 10s. to £6 7s. 6d. per cwt. for medium to fine quality, in saucers.

PLUMBAGO.—Of Ceylon, lump is in less demand, and cheaper. Dust very firm. Of 822 barrels at auction one-half sold at 23s. to 38s. per cwt. for middling to fine lump, and 14s. 6d. to 19s. for middling to very good dust.

PEPPER.—Black: The market is steady. 1,223 bags Sumatra at auction sold at 3⅜d. to 3½d. per lb.; and 495 bags Penang sold at 3½d. to 3¼d. per lb. Moderate trade privately. White is fully ⅛d. per lb. cheaper. Of 3,452 bags Singapore at auction, one-fourth sold at 4⅛d. to 5d. per lb. for middling, with two lots superior at 6½d. to 6⅝d. 106 bags Penang sold at 4½d. for inferior.

RICE.—The supplies of soft grain sorts previously secured by both home and foreign buyers have almost suspended the demand for floating cargoes, and scarcely any business has been done within the fortnight. At public sale 3,089 bags Java, of common quality, much mixed with paddy, were bought in at 10s.; 250 bags peeled sold at 14s. 6d. By private contract 1,000 bags Dacca have been sold at 9s. 6d. 400 tons Ballam at 8s. to 8s. 6d. ex ship arrived, 200 tons Moulmain ex ship arrived at 11s. 1½d. 500 tons yellow Bengal for arrival at 8s. 6d. ex ship, late shipment, 8s. 7½d. landed A cargo of 700 tons Necransie arrived off the coast has been sold at 10s. 10½d. for the Continent.

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SAPANWOOD.—Prices are lower, and of 35 tons Siam at auction two-thirds sold at £10 2s. 6d. to £10 10s. per ton for inferior; 45 tons Manila sold at £9 2s. 6d. to £11 2s. 6d.; and 61 tons Ceylon one-third sold at £9 7s. 6d. to £10 2s. 6d.

SPICES.—Cinnamon: We quote 1st sort 2s. 9d. to 3s. 1d. per lb.; 2nd sort, 1s. 9d. to 2s. 10d.; 3rd sort, 1s. 5d. to 2s. 5d.; and 4th and Jungle, 1s. 2d. to 1s. 10d. Market quiet, with limited business. Cloves: Penang dearer; 13 cases at auction sold at 10d. to 11¼d. per lb. for good to fine. Mace: Steady; of 35 cases Penang at auction one-third sold at 1s. 9d. to 2s. 6d. per lb. for ordinary to good reddish. Nutmegs: Firm; of 21 cases Penang, 9 cases Singapore and 128 packages Batavia, at auction three-fourths sold at 2s. 11d. per lb. for fair bold, and 1s. to 1s. 10d. ordinary small to good medium.

TIN.—The market for Straits since our last report has been firm with a moderate business. The current quotations are:—Banca £93. 10s. to £94, fine Straits on the spot £92 to £93, afloat £93 10s.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The market for shipping yarns is very quiet, and to make sales it would be requisite to take lower prices, but there is not much pressure to sell on the part of spinners, as they are well under contract. Home-trade yarns are very quiet, and much less than average business has been done. A slight concession would have to be made in these yarns to induce business. For cloths there is evidently a falling off in demand, and to effect sales lower prices would have to be taken, but there seems to be no inducement, either on the part of manufacturers or buyers, to make any movement.

Mr. Sam Mendel's report for the past month is as follows:—

The month has been marked by more than average activity compared with some time past, and though there have been intervals during which this market has exhibited an entire absence of animation, there has existed a general firmness and healthiness of tone, and considerable business has resulted. The cheerful feeling which prevailed at the close of July and over the opening days of August was succeeded by a temporary dulness, influenced by a quieter tone in the Liverpool Cotton Market for some days, when a fair demand again sprang up for the raw material at gradually hardening rates, giving renewed confidence to buyers of yarns and goods, and operations were resumed on a free scale, enabling producers to clear off all accumulations of stock, with additional sales for forward delivery, at slowly yet gradually advancing prices. For some days past a marked improvement has taken place in the value of cotton, with larger sales both for home consumption and export, followed by a response in this market to about one-half the extent; at any further advance buyers of both yarns and goods prefer to look on, and we close the month with a firm and steady market, but with less activity, from the refusal of sellers to accept prices below the quoted advance.

QUOTATIONS.

	s. d.		s. d.
Grey Shirtings, 7 lbs.	8 6	to	9 0
,, ,, 8¼ lbs....	10 0	to	10 9
Maddapollams	—		3 10½
Long Cloths	—		10 3
T-Cloths	—		6 6
White Spot Shirtings	—		11 6
,, Brocade	—		11 9
,, Damasks	—		19 0
Cotton Yarn, Nos. 16-24	1 2½	to	1 3½
,, Nos. 28-32	1 3	to	1 5

WOOLLEN GOODS.

Messrs. Jorss and Co.'s fortnightly Circular is as follows:—

A small business is being transacted in Lustre and Dyed Yarns, but export houses abstain from operating; while, as Spinners are still well employed with old orders, prices remain, on the average, steady. No change can be reported in the dullness of the Piece trade. The Export houses are, apparently, very quiet; while the Home houses are giving only a few orders in Fancies. The Eastern trade is as languid as ever; and for operations on American account the season has not advanced sufficiently. Still prices remain firm, partly owing to the unaltered prices of the raw materials, partly to the conviction that improvement will set in during the Autumn. All branches seem to tend this way, and, therefore, transactions are limited.

BANK AND MISCELLANEOUS SHARES.

£Shares.	Joint Stock Banks.	Paid.	Prices Sept. 4.
£10	Agra Bank, A shares	All	12 to 12½
10	Do. B do.	—	8½ to 9
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., and China	All	19½ to 20¼
25	Chartered Merc. of India and China ...	All	28 to 29
20	City Bank	10	11½ to 12½
28½	Hong Kong and Shanghai Bank, new...	5£	½ to 1 pm.
50	London and County	20	49½ to 50½
50	London Joint Stock	15	32 o 33
100	London and Westminster	20	65½ to 66½
25	Oriental Bank Corporation	All	44 to 45
50	Union of London	15	34½ to 35½
	MISCELLANEOUS.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	Do. Do. 1872 ...	100	104 to 106
—	Do. Do. 1882-3 ...	100	111 to 114
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	2½ to 1½ dis.
10	Credit Foncier and Mobilier of England	All	2½ to 2¼
20	Egyptian Com. and Trading Company	6	5 to 4 dis.
10	General Credit and Discount Company	7½	2½ to 2¼ dis.
10	North Assam Tea (Limited)	5	7 to 5 dis.
10	Do. do. B shares	All	1 to 2
20	International Finance Society	5	1½ to 1½ dis.
50	P. and O. Steam Company	All	52 to 54
50	Do. Do. 1867	10	¼ dis to ¼ pm.
10	Upper Assam Tea	All	3 to 4
100	West India Steam Company	60	64 to 66

Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Aug 13	Sydpolen	Silfversparre...	Sourabaya	Sandhanm
— 11	Gaspe	Emerson	Manila	New York
— 23	Nordens Dronning	Petersen	Akyab	Cowes
— 22	Castleton	McClure	Manila, &c.	Deal
— 20	Almelo	Tjebbes	Java	Off Dungeness
—	Mathilde	Fekkes	Batavia, for Amstdm.	Off Portland
— 23	John Williamson	Nicholl	Rangoon	Falmouth
— 22	Anne Laity Banfield	Sherris	Manila	Scilly
— 25	Vanguard	McKenzie	Sarawak	London
— 18	Civiale	—	Saigon, for Bremen...	Deal
— 24	Shackamaxon	Watson	Rangoon	Liverpool
— 1	Alavesa	Dobaran	Macao	Havana
— 4	Suomi	Nordberg	Do.	Do.
— 25	Madagascar	Coster	Akyab	Deal
— 4	Hebe	Lohrman	Batavia	Drontheim
— 24	Mary and Hillegonda	Walters	Do.	Brouwershaven
— 14	Mathilde	Jacobsen	Hong Kong	New York
— 27	Clytemnestra	—	Akyab	Liverpool
— 28	Eastern Queen	Milburn	Yloilo	Falmouth
— 28	Sawely Chludow	Bosse	Bassein, for the Weser	Do.
— 25	Alice	Schuck	Bangkok	Bremen
— 17	Durham	Vaux	Manila	New York
— 29	Pudsey Dawson	McPherson	Akyab, for Bremen...	Off Falmouth
— 31	Dagmar	Brunstrom	Saigon	Falmouth
—	Queen of the Ocean	Ellison	Bangkok	Off Queenstown
— 29	Eva Johanna	Hordyk	Batavia	Brouwershaven
Sept. 1	Wm. Ritson	Brough	Colombo	London
— 1	Madras	Prophet	Galle, &c.	Do.
Aug 31	Ariel	Keay	Foochow	Off Falmouth
— 31	Hypatia	Fisher	Akyab	Liverpool
Sept. 1	Mary Edey	Efford	Colombo	Off Dartmouth
— 1	Carl August	Afterdinger	Bangkok	Falmouth
— 1	Herzogin v. Brabant	Strohmeyer	Sourb., for Hamburg	Do.
— 1	Saga	Lie	Akyab	Do.
— 1	Constantia	Brinkburn	Do.	Do.
— 1	Scandia	Falkenberg	Rangn., for Copnhgn	Do.
— 1	Magdalena	Smith	Do.	Do.
— 1	Ernst	Jacobsen	Do., for Hamburg	Off do.
—	Mount Royal	—	Akyab	Queenstown
— 1	De Courcy	—	Do.	Liverpool
Aug 29	Andromeda	Rudin	Do., for Rotterdam	Off Dungeness
Sept. 1	Spindrift	James	Foochow	Off the Wight
— 1	Isabella	Mauer	Sourabaya	Falmouth
— 1	Bertha	Bang	Maulmain	Do.
— 1	North Star	Jeffery	Rangoon, for Bremen	Off do.
July 31	Andre Maria	Palegry	Buenos Ayres	Rio de Janeiro*
Sept. 2	Sir Lancelot	Robinson	Foochow	Deal
— 2	Hugh Fortescue	Perrin	Colombo, &c.	Do.
— 1	Dora	Brown	Manila	Liverpool
— 1	Lesbia	—	Rangoon	Do.
— 3	Magellan	Crooke	Shanghai	London
— 2	Taeping	Dowdy	Foochow	Off the Land's E.
— 3	Boyne	—	Colombo	Off Scilly
— 3	Agamemnon (str.)	Middleton	Hong Hong, &c.	Deal
— 1	Macassar	Brink	Tjilatjap	Brouwershaven
— 3	Belted Will	—	Foochow	Off Falmouth
— 3	Lahloo	—	Do.	Off the Lizard
Aug 21	Malay	—	Manila	New York
— 31	Jacob Hansen Love	Mathieson	Akyab, for Flensburg	Holnis
Sept. 4	Hiawatha	Mathias	Rangoon	Falmouth
— 4	Charlotte	—	Akyab	Queenstown
— 4	Espiegle	—	Colombo	Deal

* See Casualties.

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Aug 22	Star Queen	Heath	Colombo	London
— 22	Annie Braginton	Drysdale	Shanghai	Do.
— 20	Leonardo da Vinci	Zanelli	Galle	Liverpool
— 24	Kate Carnie	Lowe	Shanghai	London
— 21	James Paton	Alison	Penang	Glasgow
— 13	W. G. Russell	Jewett	Shanghai	New York
— 26	Mermaid	Tyson	Galle	Liverpool
— 29	Arabella	Roper	Newport & Colombo	London
— 29	Elyze	Horns	Newport & Shanghai	Do.
— 25	Fairy	—	Galle	Shields
— 27	Kinfauns Castle	Holmes	Singapore	Glasgow
— 29	Banda	Lamont	Hong Kong	Liverpool
Sept 1	Solent	Wildman	Yokohama	London
Aug 30	Cap Horn	Matzen	Batavia	Liverpool
— 30	Naworth	Kelly	Singapore	Do.
— 30	Mellcete	Stephenson	Galle	Do.
— 30	Heidi	Dannberg	Do.	Do.
— 28	Estrella	Otazaebel	Manila (via Lpool.)	Clyde
Sept. 3	Bristow	Crombie	Singapore	London
— 3	Assyrian	Mearns	Shanghai	Do.
—	Leopold	Reimer	Do.	Hamburg
— 1	Betty	Chevalier	Sourabaya	Falmouth*
— 1	Pegasus	Ellis	Yokohama	Penarth Dock
— 2	Egmont v. Hoorn	Hegewich	Galle	Liverpool
— 4	Cavalier	Simpson	Cardiff and Singapore	London
— 1	Lily of Devon	Saxon (?)	Hong Kong	Cardiff
— 2	Minden	Bell	Shanghai	Penarth Dock

* After repairing.

LOADING.

At LONDON.—For Yokohama and Nagasaki: John Banks. For Yokohama: Jeddo. For Shanghai: Ariel, Spindrift, Western Chief. The Sir Jamsetjee Family, W. E. Gladstone. For Hong Kong: Southern Cross, Sir Lancelot, Channel Queen, Shakspere, Drydens. For Manila: Olano. For Batavia and Sourabaya, East Lothian. For Singapore: Star of Jamaica, Sea Snake, Hanover. For Penang: Geffrard, Vanguard. For Colombo: Palestine, Acacia, Ocean Beauty, Derwent, Spirit of the North, Granville.

At LIVERPOOL.—For Yokohama: Anne Wood. For Singapore: Ribbleton, Hebe. For Manila: Hong Kong, Conchita, Maria y Vicenta, Rosa del Turia, Estrella. For Batavia and Sourabaya: Ocean Spray. For Galle: Halden. For Ceylon: Mary Ann Johnston.

At GLASGOW.—For Shanghai: Glenallan. For Hong Kong: Albany.

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For Singapore: Parana, Loudon Castle. For Penang: Ulva. For Galle, &c.: Ethiopia.

SPOKEN.

AN ENGLISH BARQUE, Penang to London, June 23, 30 S., 41 E.
ELIZA KATE, Singapore to London, July 1, 33 S., 16 E.
GLADIATOR, Singapore to Boston, June 7, 24 S., 55 E.
MARY WARREN, Manila to Liverpool, June 12, 22 S., 67 E.
GOLDEN DREAM, Batavia to Amsterdam, June 22, 30 S., 39 E.
COUNTY OF AYR, Sourabaya to Amsterdam, June 23, 23 S., 59 E.
JOHANNA, Liverpool to Sourabaya, June 17, 9 N., 23 W.
SUSANNA JOHANNA, Rotterdam to Samarang, June 30, 1 N., 30 W.
PERU (Swedish ship), for Galle, 10 days out from the Sound, 58 N., 12 W.
LAMMERMUIR, London to Shanghai, July 18, 12 N., 24 W.
AMIGOS, Liverpool to Manila, July 20, 12 N., 25 W.
HONIGBY, Batavia to Rotterdam, August 1, 32 N., 39 W.
MARGARET (ship), Shilds to Shanghai, 14 N., 112 E.
FRANKLIN (American ship), Manila to New York, June 15, south of Java head.
STAD MASSLIUS, Batavia to Amsterdam, July 2, lat. 18, lon. 8 W.
MAGDALENA, Bangkok to Falmouth, July 7, 1 S., 20 W.
ARIEL (ship), Foochow to London, June 21, at the entrance of Gaspar Straits.
SIR LANCELOT (ship), Foochow to London, June 21, at the entrance of Gaspar Straits.
TAEPING (ship), Foochow to London June 21, at the entrance of Gaspar Straits.
ALEXANDER, Liverpool to Shanghai, June 17, 18 N., 112 E.
AN ENGLISH SHIP, Hamburg to Shanghai, May 12, 2 N., 22 W.
A. H. WILLIE (Hamburg ship), Cardiff to Singapore, May 17, 9 S., 31 W.
ETHA RICKMERS, New York to Shanghai, June 5, 7 S., 35 W.
J. H. MCLAREN, Boston to Galle, July 8, 17 S., 36 W.
HONIGBY, Samarang to Middelburg, June 6, 26 S., 51 (?) W.
WAALSTROOM, Amsterdam to Padang, May 11, 32 S., 16 W.
UNITED SERVICE (s). for Singapore, &c., Aug. 20, 37 N., 15 W.
RIDDERKIRK, Rotterdam to Sourabaya, July 14, 8 N., 25 W.
HERMIONE (Dutch three-masted iron schooner), Amsterdam to Yokohama, May 6, off Java Head.
OVERMAN, Saigon to Bremen, June 15, 36 S., 22 E.
JASON, Rotterdam to Batavia, June 30, 1 N., 27 W.
ASIE MINEURE, Bordeaux to Batavia, July 18, 12 N., 26 W.
SEA BELLE, China to Falmouth, July 22, 10 N., 27 W.
JOHANNES LODEWYK, Birkenhead to Batavia, July 21, 12 N., 25 W.
MUTLAH, Boston to Hong Kong, 36 N., 53 W.
ELEANOR, London to Penang, July 14, 2 N., 23 W.
CARL AUGUST, Padang to Rotterdam, July 16, 6 N., 27 W.
ISABELLO (Brem. barq.), Sourabaya to Falmouth, Aug. 11, 38 N., 38 W.
ENSIGN (barq.), Cardiff to Singapore, July 24, 8 N., 18 W.
STAD DELFT, for Batavia, July 16, 2 N., 23 W.
RED DEER, London to Hong Kong, July 22, 10 N., 27 W.
JOHANNA AND GEERTRUIDE, Rotterdam to Batavia, June 29, 4 N., 25 W.
FREDERICK, Liverpool to Hong Kong, July 5, 8 S., 31 E.
UNDINE (ship), Macao to London, July 26, 24 S., 4 E.
LANCASTRIA (barq.), Singapore to Liverpool, Aug. 18, 38 N., 41 W.
LADY ANN, Colombo to London, Aug. 17, 38 N., 39 W.
GABALVA (barq.), Cardiff to Shanghai, July 9, 10 N., 28 W.
BATO (Dut. ship), Batavia to Amsterdam, July 20, 3 N., 25 W.
EUTERPE, Ceylon to London, July 12, 9 S., 20 W.
YOUNG EAGLE, Batavia to Falmouth, July 20, 11 N., 23 W.
INDATORIA (?), Colombo to London, July 21, 12 N., 23 W.
TOLLENS, Batavia to Rotterdam, Aug. 14, 38 N., 40 W.
JANE KILGOUR, Sourabaya to Amsterdam, Aug. 5, 34 N., 40 W.
MAGGIE (barque), of Newcastle, Singapore to London, Aug. 15, 39 N., 37 W.
ANITO, Hamburg to Shanghai, July 22, 10 N., 25 W.
NEWCASTLE, Shields to Shanghai, July 18, 27 S., 25 W.
PORTLAND, Saigon to Antwerp, Aug. 30, 49 N., 8 W.
INDIA, Batavia to Bremerhaven.
TERNATE (Dutch ship), Batavia to Rotterdam, Aug. 20, 41 N., 38 W.
KOFFYBOOM, Liverpool to Sourabaya, July 30, 1 N., 24 W.
TOKKENS, Batavia to Rotterdam, August 28, 47 N., 22 W.
AUGUSTE AND MELINE (Brem. barq.), China to Falmouth, May 15, 10 S., 101 E.
L. C. OWEN (?) (barq.), Sourabaya to Amsterdam, August 26, 46 N., 19 W.
MAASLIUS, Batavia to Amsterdam, August 27, 46 N., 17 W.
CARLIN CRAG, Shields to Singapore, July 19, 11 N., 25 W.
AUDACIA (Brem. barq.), Sourabaya to Falmouth, August 4, 33 N., 41 W.
PHILLIS, Colombo to London, August 7, 34 N., 40 W.
FRANCIS, Colombo to London, August 31.
RIFLEMAN, Japan to New York, July 2, 35 S., 20 E.
MINA, Batavia to Rotterdam, August 21, 42 N., 34 W.
WATERLOO, Amsterdam to Batavia, August 21, 44 N., 10 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are not well maintained, the offers of tonnage being in excess of the demand. Coal freights from the Northern outports still continue dull at the undermentioned rates.

Current rates of freight for vessels on the berth:—To Yokohama: 45s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai; 42s. 6d. weight, 40s. meast. To Chefoo: 60s. weight or meast. To Foochow: 50s. weight or meast. To Hong Kong: 42s. 6d. weight, 30s. meast. To Amoy: 50s. weight or meast. To Singapore: 35s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear of Tyne per keel.—For Shanghai: £45. For Hong Kong: £35. For Singapore: £26. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 3s. For Shanghai: £2 7s. 6d. For Hong Kong: £1 17s. For Manila: £1 14s. For Batavia: £1. For Singapore: £1 6s. For Galle: £1 2s.

The Admiralty have invited tenders for the conveyance of the following stores:—1 ton (light) cartouches, at Woolwich; 8 tons (light) form tops, &c., at the Tower; for Colombo. 15 tons (heavy) and 1 ton (light) naval common stores, at Woolwich; 7 tons (light) socket pipes, at the Tower, and 475 hogsheads malt liquor (to be shipped from England by the last day of September), for Hong Kong.

CASUALTIES.

A letter received from the master, Graffunder, of the Willy, from Cardiff to Hong Kong, states that his vessel was lost in Gaspar Straits, having struck on a rock, crew saved by the Agamemnon (str.), on her way to London, *via* Mauritius.

The Andre Maria, Palegry, from Buenos Ayres for Ceylon, put into Rio de Janeiro, July 31, with damage, and was repairing rigging on the 7th Aug.

The Miranda, Good, from London to Colombo, which touched the ground off the South Foreland, put into Plymouth, Sept. 2, to have her bottom examined.

MISCELLANEOUS.

Off MADEIRA.—Aug. 21, United Service (s.), Gaine, from London, proceeded to China.

At ST. HELENA.—July 16, India, Ekdahl, from Batavia, and sailed for Bremen; 17, Lady Love, Gladstone, from Nagasaki, and sailed for Amsterdam; 18, Renown, Adams, from Colombo, and sailed for London; 24, Jupiter, Kievit, from Batavia, and sailed 25 for Amsterdam; Eleanor, Silk, from Singapore, and sailed 26 for London; July 28, Golden Dream, Wise, from Batavia, and sailed 30 for Amsterdam; 29, Bessie Grenfell, Grenfell, from Colombo, and sailed for London; Marie Therese, Bonnefon, from Hong Kong, and sailed 30 for Surinam; 30, Susan Pardew, Davis, from Colombo.

Off ST. HELENA.—July 23, Alphington, from Sarawak, for London; 28, Salado, from Bangkok, for London.

At CALLAO.—July 24, Arab, Holst, from Hong Kong; 19, Luisa Carnevaro, Demoro, sailed for China.

THE LONDON & CHINA TELEGRAPH.

THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN & VERSTER.
Rotterdam	HOOG & KRUYT.
New York	WILMER & ROGERS.
Aden	COWASJEE DINSHAW.
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Saigon	RIBEIRO & Co.
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OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

NATIONAL MUSIC.

"THE ECHO OF LUCERNE" and the BUXTON BAND.—Our visitors will be glad to know that the programmes for next week will contain, with other novelties, the popular song, "The Echo of Lucerne." This clever band has won for itself a high reputation by having performed some of the most charming compositions, both ancient and modern. Of the latter class we may mention "God Bless our Sailor Prince," and the new song, "Our dear old Church of England." We hear that Herr Lutz's fine band at Scarborough has introduced the national air, "God Bless our Sailor Prince," in his programmes.—Vide *Buxton Advertiser*, Aug. 15.

The above songs are published only by ROBERT COCKS and CO., New Burlington-street, and may be had everywhere.

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MR. DAVID GOW, deceased.—Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees," NOTICE IS HEREBY GIVEN, that all CREDITORS and other persons having any CLAIM or demand against the ESTATE of DAVID GOW, late of Victoria, in the colony of Hong Kong, shipbuilder, of the Tavistock Hotel, Covent-garden, in the county of Middlesex, in England, and of Silverwells, near Rothwell, in Lanarkshire, in Scotland, who died on the 21st day of November, 1866, and whose will was proved on the 23rd day of January, 1867, in the principal registry of Her Majesty's Court of Probate, London, by Douglas Lapraik, of the Oaks, Acton, in the county of Middlesex, Esquire, and George Harper, of Fairfield House, Saxmundam, in the county of Suffolk, Esquire, the executors named in the said will, are hereby required to send the particulars in writing of such claim or demand to us the undersigned, M'Leod, Stenning and Watney, of 16, London-street, Fenchurch-street, London, on or before the 21th day of September, 1868, after which time the said executors will proceed to distribute the assets of the said David Gow among the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice. And notice is hereby further given, that the said executors will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.

Dated this 23rd day of July, 1868.

M'LEOD, STENNING, and WATNEY,
16, London-street, Fenchurch-street, London, E.C.
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ESTABLISHED IN SHANGHAI, 1863.

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F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.
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E. H. Lavers, Esq., of Messrs. Gilman and Co.

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Recognised by the International Convention of 30th April, 1862.

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Capital paid up ...	...	70,000,000 ...	2,800,000
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Do.	Sept. 15, 1868	10,000,000 ...	400,000
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(Established 1st January, 1863.)

Capital, Tls. 1,500,000, in 1,500 Shares, for Tls. 1,000 each.

PAID UP CAPITAL, TLS. 300,000, OR TLS. 200 PER SHARE.

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W. J. BRYANS, Esq., Chairman (Messrs. Turner and Co.).
F. H. BELL, Esq. (Messrs. W. R. Adamson and Co.).
A. MICHIE, Esq. (Messrs. Chapman, King, and Co.).
E. H. LAVERS, Esq. (Messrs. Gilman and Co.).
F. PORTER, Esq. (Messrs. Gibb, Livingston, and Co.).

(DIRECTORS OF THE COMPANY, 1866-8.)

AT a GENERAL MEETING, held on TUESDAY, the 12th day of MAY, 1868, the following resolutions were passed, relative to the continuance of the Company for a further period of three years from the 1st January, 1869; and notice is hereby given that applications for shares in the annexed form will be received at the offices of the Company until 31st October, 1868.

Applications for shares from persons not resident in Shanghai must be accompanied by a power of attorney to their agents to sign the deed of settlement in their behalf, and generally to represent them in all matters connected with the Company.

In accordance with the resolution passed at the meeting of 18th November, 1867, a separate office of the Company will be opened in London on 1st January, 1869.

By orders of the Court of Directors,
JOHN S. MACKINTOSH, Secretary.
Shanghai, 15th May, 1868.

FORM OF APPLICATION FOR SHARES.

No.

To the Provisional Committee of the North-China Insurance Company.

GENTLEMEN,

hereby request that you will allot to shares in the above Company, and agree to accept such shares, or any less number you may allot to ; and agree to pay the first call of Tls. 200 per share, and all subsequent calls, and to subscribe the deed of settlement whenever required to do so.—Gentlemen, your obedient servant,

.....

RESOLUTIONS REFERRED TO ABOVE.

Res. I. That a company to be called the "North-China Insurance Company" shall be formed for a further period of three years, from 1st January, 1869, to 31st December, 1871.

Res. II. That the Directors for the time being of the present Company be appointed to act as a Provisional Committee to organise the new Company.

Res. III. That this meeting recommends that the Provisional Committee should adopt as the basis of the new Company that the capital should be Tls. 1,500,000 in 1,500 shares of Tls. 1,000 each; paid up capital, Tls. 300,000, or Tls. 200 per share, and that the Committee be authorised to issue a prospectus inviting applications for shares and to proceed with the allotment.

WHARVES.

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Singapore, April 6, 1868.

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

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West India and Pacific Line, from Liverpool 15th and 20th of month.
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ARTHUR B. FORWOOD, Managing Director.

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Hong Kong..	Serica	A1 13 yr.	W.I.D	With des.
Do.	Taitsing	A1 14 yr.	W.I.D.	To follow
Shanghai ...	W. E. Gladstone	A1 12 yr.	W.I.D.	Sept. 8
Do.	Spindrift ...	A1 16 yr.	E.I.D.	Sept. 19
Do.	Leander	A8 16 yr.	E.I.D.	As reqrd.
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Manila	Olano	AA1	W.I.D.	Sept. 16
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Do.	Taeping	A1 14 yr.	E.I.D.	Sept. 25
Do.	Lahloo	A1 16 yr.	E.I.D.	Oct. 5
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Do.	Sir Lancelot	A1 16 yr.	E.I.D.	Sept. 25
Do.	Guinevere (new)	A1 16 yr.	E.I.D.	Oct. 5
Yoko. (Kanagawa)...	Jeddo	A1 10 yr.	W.I D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo ..	Ocn. Buty	A1 16 yr.		W.I.D.	Sept. 15
Do.	Sprt. of N.	A1 10 yr.	664	W.I.D.	To fol.
Do.	Granville...				To fol.
Bombay ...	Kingdom O'Fife ...	A1 10 yr.	494	E.I.D.	Sept. 25
Do.	Hero	A1 10 yr.	666	E.I.D.	To fol.
Mangalre., Cnnanre., Calicut, Beypore, & Cochin.	Caroline Hutchins	A1 11 yr.	287	W.I.D.	Sept. 25

No. 22, Great St. Helen's, E.C.

INDIA.

GELLATLY, HANKEY, SEWELL and CO. will despatch the undermentioned first-class VESSELS during the month—

Port.	Ship.	Class.	Dock.	Dates.
Bombay.....	Rbnsn Crsoe	AA1	E.I.D.	Sept 12
Do.	Anazi	A1 14 yr	E.I.D.	Sept. 20
Do.	Prince Oscar	AA1	E.I.D.	Sept. 30
Calcutta	Clyde	AA1	E.I.D.	Sept 20
Do.	Salamanca..	A1 13 yr.	E.I.D.	Sept. 25

For Freight or Passage apply at 8, York-street, Manchester; or No. 27, Leadenhall-street, London, E.C.

FOR PENANG direct, sailing Sept. 25, the A1 barque VANGUARD, 332 tons register; Capt. MACKEZIE; loading in the West India Docks.

For Freight apply to CUNNINGHAM, CLARK and Co. 34, Lime-street, E.C.

To follow the "Ocean Beauty."
With immediate despatch, having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid clipper-built ship SPIRIT OF THE NORTH, A1 10 years, 664 tons register, ALEXANDER MATHEW, Commander; West India Docks. This magnificent vessel, being one of the fastest afloat, and having the greater portion of her cargo engaged, presents the most favourable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

With immediate despatch. To follow the "Miranda," having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid new high-classed clipper-built Ship OCEAN BEAUTY, A1 16 years, 596 tons register, ROBERT WATSON, Commander, late of the "Royal Bride;" West India Docks. This magnificent vessel, built expressly for the Colombo trade, and newly coppered, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Milbrook." Will meet with Quic Despatch.

DIRECT for MANGALORE, CANNANORE, CALICUT, and COCHIN, the beautiful clipper ship CAROLINE HUTCHINGS, A 1 Eleven Years; 287 tons Register; G. H. COTHER, Commander; West India Docks. This splendid clipper, well known for her fast sailing qualities, offers a favourable opportunity to Shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

To follow the "Isabella Hercus." Having the greater portion of her cargo engaged, will meet with quick despatch.

DIRECT for BOMBAY, the fine fast-sailing clipper ship KINGDOM O'FIFE, A1 10 years, 494 tons register: W. ROGERS, Commander; East India Docks. This magnificent vessel, built in 1864, is noted for her fast-sailing qualities, and the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Kingdom o' Fife." Having the greater portion of her cargo engaged, will meet with quick despatch.

DIRECT for BOMBAY, the fine fast-sailing Clipper Ship HERO, A1 10 years; 666 tons register; J. PRICE, Commander; East India Docks. This magnificent vessel is noted for her fast-sailing qualities and the good order in which she invariably delivers her cargoes.

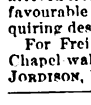
For Freight or Passage apply to LIVINGSTON, HOLDING, & BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To Sail on the 10th September positively (full or not full).—Last Shipping Day, 8th September.

FOR SHANGHAI Direct, the splendid Clipper Ship WESTERN CHIEF, A1 13 years; newly coppered; 750 tons register; JOHN HILL, Commander. Loading in the East India Docks.

For Freight or Passage apply to NORRIS & JOYNER, 60, Cornhill, E.C.

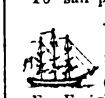
With quick despatch.



FOR HONG KONG, the fast-sailing Clipper DRYDENS, A1 10 years, 424 tons register; W. H. S. MACMILLAN Commander; lying in the East India Docks. This fine fast-sailing Clipper has just arrived from Yloilo in ninety-nine days, and offers a favourable opportunity to Shippers of fine goods requiring despatch.

For Freight or Passage apply to J. W. JONES, 19, Chapel walks, Manchester; or to MARTIN MOORE and JORDISON, 147, Leadenhall-street, E.C.

To sail on the 9th September.



FOR HONG KONG, the fast-sailing Clipper CHANNEL QUEEN, A1 11 years; 609 tons register; NICHOLAS LANFESTY, Commander, East India Docks.

For Freight or Passage apply to SHAW, LOWTHER & MAXTON, 2 Royal Exchange-buildings London, E.C

To sail punctually on the 23rd September, last Shipping Day the 21st.

FOR SHANGHAI, the celebrated Clipper Ship, ARIEL, A1. 16 Years, 853 Tons Register: JOHN KEAY, Commander. East India Docks.

For Freight apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 291.] LONDON, MONDAY, SEPT. 21, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	July 20
Yedo	—	—	July 24
Yokohama	June 5	July 23	July 26
Nagasaki	—	—	July 25
Hakodadi			
CHINA — Peking	—	—	July 21
Tien-tsin	—	—	July 23
Chefoo	—	—	July 25
New-chwang	—	—	July 26
Hankow	—	—	July 29
Kiu-kiang	—	—	July 30
Chin-kiang			
Shanghai	June 5	July 20	Aug. 1
Ningpo	—	—	July 30
Foochow	—	—	Aug. 2
Formosa—Tamsuy			
Amoy	—	—	Aug. 3
Swatow			
Hong Kong	June 19	July 29	Aug. 7
Canton	—	—	Aug. 6
Macao	—	—	Aug. 6
PHILIPPINES—			
Manila	June 5	July 18	Aug. 1
COCHIN-CHINA—			
Saigon	—	—	
SIAM — Bangkok	—	—	Aug. 4
BORNEO—Labuan			Aug. 5
Sarawak	—	—	Aug. 7
JAVA — Batavia	—	—	Aug. 9
MALACCA STRAITS—			
Singapore	July 3	Aug. 5	Aug. 15
Penang	July 3	Aug. 8	Aug. 12

THE MAILS, &c.

The present mail left Alexandria, and passed Messina one day late, and was hardly expected to be delivered until to-morrow morning. The lost time has, however, been made up for, and letters were delivered punctually. The next inward P. and O. mail, leaving Hong Kong on the 21st August, will be due on the 5th October. The French mail of the 25th August may be expected about the same time. Telegrams in advance of the latter have been received *via* Galle; from Shanghai telegrams to the 26th August were received *via* Kiachta this morning. Under this head we stated in our last issue that the inconvenience arising from the want of harmony between the P. and O. and Messageries time-tables would soon be remedied. We are now enabled to state that as a preliminary step towards commencing a fortnightly service, the directors of the Messageries Imperialés intend to change the days of departure from a fixed day of the month to a day of the week. The alteration will probably take effect with the outward October mail, or at latest the November one. The day of departure from Marseilles will be Saturday.

The steamers *Chiltern* and *Scanderia* have sailed for the Mediterranean with the new Malta and Alexandria Cable.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Ceylon, arrived Sept. 19.—From Yokohama: Mr. Essaka, Mr. Hattony. From Shanghai: Mr. J. D. Campbell and servant, Mrs. Wright. From Singapore: Mr. and Mrs. Torrance, child, and two servants, Mr. and Mrs Decker, Mr. T. Dowrie. From Hong Kong: Capt. Pollard, R.N. From Galle: Mrs. Newman and child.

To Gibraltar.—From Hong Kong: Mr. and Mrs. Lobo, His Excellency J. M. P. Horta and servant.

To Southampton, per P and O. steamer Tanjore, expected to arrive Sept. 26.—From Hong Kong: Capt. and Mrs. Townsend, Mr. L. Moore, Mrs. Wheeley, and three second class passengers. From Singapore: Mr. A. Gibb. From Galle: Capt Mrs and. Miss Hussey, Rev. Mr. and Mrs. Low, four children, and servant.

To Suez.—From Shanghai: Mr. Luddeka, Mr. Price. From Galle: Mr. Steward, Mr. Puiseut.

By last Bombay mail to Marseilles, per P. and O steamer Ripon, arrived Sept. 11—From Shanghai: Mr. Trautmann.

PASSENGERS OUTWARD.

Per P. and O. steamer Massilia, from Southampton, Sept. 19.—To Hong Kong: Mr. and Mrs. F. M. Brown, Mrs. Emily Price, Mr. D. Adam Smith, Mr. Von Glehn, Mrs Barton, Mrs. Collins. To Singapore: Dr. J. D. Treacher, Rev. J. A. and Mrs. Beckles. To Batavia: Mrs. Blake. To Ceylon: Rev. W. Clark, Mr. G. A. S. Bowling, Miss Marshall, Miss Townsend.

Per P. and O. steamer Ceylon, from Marseilles, Sept. 27.—To Yokohama: Mr. Bansford.—To Hong Kong: Mr. O. Reimers, Mr. and Mrs. E. Vogel. To Singapore: Miss Beasley, Mr. J. S. Wienbolt, Mr. and Mrs. Caldbeck. To Batavia: Mr. F. Bruno Bik. To Penang: Mr. D. Morny. To Ceylon: Mr. Mercer, Mr. A. Methuen.

Per P. and O. steamer Nyanza, from Southampton, Sept. 26.—To Yokohama (*via* Bombay): Mr. Macpherson. To Singapore (*via* Bombay): Lieut.-Col. Macpherson, Mr. C. G. McClelland.

Per P. and O. steamer from Southampton, October 3.—To Shanghai: Mr. A. H. Dawbarn. To Hong Kong: Mr. G. Cass, Mr. Nomuran, Mrs. Hogg and child. To Ceylon: Mrs. Duncan, Mrs. Robertson and child.

Per P. and O. steamer from Marseilles, October 11.—To Hong Kong: Mr. and Mrs. Robert Brand, Mr. Wardlaw. To Singapore: Mr. T. G. Knox. To Ceylon: Mr. and Mrs. J. D Harrison and child, Mrs. Heath.

Per P. and O. steamer from Marseilles, Oct. 18.—To Shanghai (*via* Bombay): Mr. Coutts.

Per P. and O. steamer from Southampton, Oct. 17.—To Shanghai: Rev. W. A. and Mrs. Russell, Mrs. Pickwood and two daughters. To Hong Kong: Miss Campbell. To Ceylon: Mr. Wm. White.

Per P. and O. steamer, from Marseilles, Oct. 25.—To Shanghai: Mr. Higson, Mr. W. Watson. To Hong Kong: Mr. J. Pauncefote. To Ceylon: Mr. G. Nicholls.

Per P. and O. steamer, from Southampton, Oct. 31.—To Hong Kong: Mr. W. Gregory. To Singapore: Lady Keppel and two children. To Ceylon: Lady Ouseley and three children.

Per P. and O. steamer from Suez, November 8.—To Singapore (*via* Bombay): Mr. Aitken.

Per P. and O. steamer from Marseilles, Nov. 8.—To Hong Kong: Mrs. Partridge. To Penang: Mr. and Mrs. J. S. Young.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from Yokohama to July 26. A portion of the outward mail of June 5 was received on the 23rd July, being brought by the Pacific Company's steamer *Colorado*, direct from Hong Kong; the P. and O. Str. *Aden*, with the rest, was due when the present mail left. The Pacific Steamer *New York*, from San Francisco, was also hourly expected. The *Japan Times* sums up the news as follows:—

The position of Japanese politics appears as indeterminate as ever, and the uncertainty which still exists is always as harmful to foreign trade and the progress of European ideas. For though the Imperial troops are evidently pushing back the rebels on all sides, no decisive action has taken place, nor, indeed, from the nature of Japanese warfare, can such be looked for. The Northern guerillas are at present driven farther from Yedo than they have ever been since the city was occupied by the Mikado; but it is impossible to force them to a position where they might be crushed and done with—a desultory skirmishing goes on all over the country, and keeps its peaceably inclined inhabitants in a constant state of alarm. We need not trouble our home readers with particulars of any of these petty affairs. The only points really worthy of record are the removal of Yoshihisa, the ex-Shiogoon, from Mito to Tsurunga, and the projected visit of the chiefs of the Southern confederation to Yokohama. These have a certain importance. The first, as signifying that Yoshihisa is still mistrusted, or that at all events, it is thought better to remove him from the North, when he might at any time be made a rallying point for the rebels, to a place where he will be more a hostage for the clan than anything else, while the visit of the Southern chiefs to Yokohama, leaving their own territory and the Mikado, is a significant proof of the consolidation of their power so far, and of the falsity of the numerous reactionary reports so industriously spread about by the friends of the rebels. Thus Ailzu was said to be in Kiusiu, within eighty miles of Osaka, and marching upon it—a statement without the least foundation in fact, but which sufficed to alarm considerably foreign residents at Kobé.

From Osaka we hear of the flooding of the foreign concession by the swollen rivers, to the depth of over two feet. Such rains the Japanese say have not occurred for many years. We are sorry also to have to record the death of other victims to the Osaka bar. A French restaurateur, Mr. Charles Debez, and two coloured men were drowned in attempting to cross it on the 6th and 7th. It is a shifting sand, and the recent floods seem to have so changed its shape and channels that even the native boatmen are at fault upon it.

Osaka is to be made a port of entry after all—an important step gained, and which will shortly be officially announced. As the bar is evidently, as it stands, an insuperable obstacle to landing goods, it is clear either that it must be removed and sufficient works made to prevent any fresh accumulation, or a railway must be built from Kobe or Hiogo to Osaka. In our leading columns

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will be found a second article addressed to intending emigrants hither and, as will be seen, we point to such works as these, which require large capital to execute, as a proper field for the wealth and enterprise of Australians or others, the only class of settlers we want in Japan.

The *Albion*, chartered by a company of Italian silkworm egg buyers, left for Nee-e-gata, the newly opened port on the west coast, on the 17th. Our latest advices received from that port do not justify us in anticipating for these enterprising gentlemen a successful campaign.

A complete change in the weather has taken place, and we are now in the enjoyment of bright skies and a summer heat tempered by an unfailing breeze. Considerable damage has, however, been done to the rice crop in parts of the country where it was farthest advanced, and foreign grain in moderate quantity will probably find a market during the autumn. Shippers must, however, be very cautious, for it must never be forgotten that the Japanese are strongly prejudiced—and with excellent reason—in favour of their own produce.

The Ministers held a meeting on the 22nd July, at which it was decided, in view of the march of large bodies of Southern troops upon Yedo, again to *neutralise* this settlement, and to confide it to the protection of foreign guards. A proportion of men is to be furnished by the French and English garrisons and the marines from vessels of war of various nationalities now in harbour for this service. On the 23rd a large guard-house for the Dutch contingent was commenced in a most inappropriate place, the main street of the settlement, just opposite the French Bank. This building, if allowed to be completed, will nearly block up an important thoroughfare; will vitiate the insurance upon all the godowns immediately near it, while the guard will—it is hardly necessary to say—be an unendurable nuisance, night and day, without being of the slightest use. During the night of the 23rd the half finished building was, very properly, pulled down by some persons unknown. Mr. Van Polsbroek, the Dutch Minister, should take the hint and remove his contingent to the outskirts of the town, where it can protect, instead of being only protected.

The folly of dismantling the Hong Kong Mint has, we hear by last mail, been consummated—a fact of which we were not aware when the article on the Hong Kong grievances was published in our last. It has been sold to the Japanese Government for a ridiculously low price, and a change in the currency of this country may therefore be anticipated. It will take some months for the machinery to be taken down and shipped hither, so that our Chamber of Commerce and professional financiers have time enough before them to prepare for the change: we trust they will have skill enough to direct its course.

NAGASAKI.

The *Nagasaki Times*, referring to the recent deportation of Christians, states that in reply to the Consuls' inquiries a letter was sent to the effect that the Christians had been sent to the territories of the Princes Choshiu Sekishiu Suano and Bingo to be "taken care of;" that the Japanese Government did not intend to outrage humanity by the destruction of innocent men; that the remaining Christians in the village would not be molested and giving as a reason for acting as they had done with regard to those sent away that it was to prevent trouble between them and the other sects in the neighbourhood, at the same time thanking the various Consuls for their kind suggestions and humane motives. They did not deny that fathers and husbands had been taken away, leaving many families without means of subsistence. We hear from a private source that, according to currrent report, another ship load had been sent off.

CHINA.

—o—

CHEFOO.

THE GOLD MINES.

A Chefoo correspondent writes to the *North China Herald*:—"There are several persons at the mines, and they seem to be making a good thing out of them, as they do not return. It is reported that some miners came over in the last San Francisco steamer to Yokohama, and chartered a steamer thence to Shantung." Allusion is also made to a silver mine, which has had to be abandoned, through the difficulty of getting coolies and mandarin opposition. An experienced digger has been to "prospect" the country, and reports highly of its mineral wealth.

From another correspondent's letter we extract the following passages:—"The gold mines in this vicinity are *the* topic of the day here, and perhaps your readers may be glad to know the most recent accounts from them. There have been satisfactory proofs of the existence of the gold for some time, but no evidence of practical and experienced miners had been given as to the value of the diggings until now. Everybody here felt that until a trustworthy report of the gold-fields could be made, such as would satisfy professional diggers it would not be worth their while coming to Chefoo, there was no certainty of attracting workers to the rich deposits of mineral wealth. Now, the country has been tested by an 'old hand;' and there is no mistake about the stuff that guineas were made of being in abundance in the quartz reefs and ranges within fifteen miles from this port. Specimens of the quartz are now here, and small nuggets of the size of peas. The 'inspector,' who has just returned, declares that the whole country is inviting for its mineral wealth. It now appears that not only gold but silver exists in large quantities, and silver ore containing thirty per cent. of pure silver abounds in the district. All that was said long ago about the place is more than verified, and that deposits of galena, lead ore, and copper ore permeate the mountain ranges.

"Let it not be thought for one moment that the people of this province would look upon the Californian emigrants as antagonists. The entire population would hail their arrival with pleasure, as the harbingers of their own personal liberty to share in the gold of their own country. Nor can it be maintained that the opening of mines would interfere with rights of private property. It is true that the richest diggings are supposed to be in the terraced fields on the sides of the hills; but the miners need not begin on them. There are miles of rich quartz reefs where no human being resides and where no private rights of property exist. Let this be clearly understood, that there will be no collision with the Chinese about the land where the best diggings are found. There will be no interference with the peaceful agricultural districts, nor any meddling with the poor people such as would constitute a grievance whereupon to found a despatch from the Tseng-le-yamen. The coast is clear of all such difficulties. The gold harvest is ready for the sickle of the miners, and they will have the sympathy of the entire population. It will be hard to make out a case for political interference, and this new and unexpected phase in Chinese history will be a godsend to the foreign Legations in their dealings with the poor old absurd and rebel-stricken Peking Court. Let a thousand Californians settle in Shantung, and Ministers will get anything they like out of the 'foreign board,' just by promising that the 'band of brothers' shall not appropriate all China.

"Let not the opportunity be lost. Now is the time for action, and a few courageous pioneers will lay the foundation of a grand future for all foreigners in China. Every one should contribute by word or deed to hasten the day of action. If the Californians don't believe in the Chefoo gold mines, let them send over a delegation to prospect the place. The Pacific Steam Company could afford to give them free passages, and would doubtless do so for their own interests. . . . When California was opened, food was dear and everything scarce. In this new California provisions are abundant and cheap. The diggings are within twenty miles of a good seaport, with good roads all the way, and the miners might supply all their wants from the neighbourhood. A good climate, fine country, cheap food, peaceful inhabitants, communication with the world, and lots of gold and silver!! What more can be required?"

Some land in the bankrupt estate of Meadows and Co. has been sold at absurdly low prices, there having been no competition. The late theatrical performance was so successful that a permanent amateur corps has been started.

SHANGHAI.

Dates from this port extend to the 1st of August. The English mail of June 5 arrived out on the 20th of July, with telegrams to June 27. Later telegrams to June 30 had been received via Kiachta.

From the *North China Herald* we extract the following:—"The prospect of opening up mines continues to excite much interest among foreigners, and some alarm among Chinese officials. A protest has been addressed by the Taoutai to the foreign Consuls against the threatened invasion. Mining in China is illegal, he tells them, on the authority of the foreign board; and foreigners who may venture into the interior in defiance of law cannot be protected against the hostility of the inhabitants. Much California diggers will care for this threat! But we do not anticipate popular opposition if the new comers behave quietly. No doubt the mandarins will do the best they can to conjure up Feng-shuy; but the Shangtung villagers do not seem to believe in it.

"It is rumoured that several changes are likely to be soon made in the Customs service. Mr. Kleinwachter goes from Kiukiang to Swatow; his collision with the Taoutai precluding his stay at the former port, where he will be relieved by Mr. Bowra, who will in turn be relieved by Mr. White, at Ningpo. Mr. Kopsch succeeds the latter at Takao. With reference to Mr. Kleinwachter's removal, it is generally remarked that the removal of the Taoutai from Kiukiang would be a more appropriate step, as that official is clearly to blame. We are waiting with some interest to know who is to be the new Commissioner of Customs at Shanghai. Baron de Meritens and Mr. Dick are spoken of as likely men for the post.

"We are glad to hear that the revolving light which has been fixed on the lightship at the entrance of the Yangtsze is spoken of by shipmasters as a great success—a vast improvement on the old light.

"Mr. Cumberland, who was acting fourth officer of the *Benares* at the time of her wreck, has handed us a protest against the sentence passed on him by the Naval Court. He was not the responsible officer of the watch, he says. The second officer was so. Mr. Cumberland, therefore, avers that he had no power to stop the ship or do other than he did—report what he saw to his superior. He intends to appeal to the Board of Trade.

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"The Prussian Consul-General's country house was destroyed by fire on the 23rd July, despite prompt assistance rendered from H.M.S. *Acorn*.

"A violent gale—the outer edge of a typhoon—blew over the settlement during the night of the 19th and morning of the 20th instant, doing some damage. Some ships which experienced the full force of the cyclone at sea have come in badly damaged. The mail steamers *Ellora* and *Dupleix* caught the typhoon at the mouth of the Yangtze, and anchored inside the light-ship. The *United Service* had also to heave to; she lost a serang, washed overboard. The steamer *Ying-tze-fei*, about which some fears had been entertained, reached port in safety. She experienced the full strength of the typhoon, but sustained no damage worth mentioning. The actual cause of her late arrival is that she ran short of coal and had to sail the last half of the way from Chefoo. She had just enough coal to carry her to Shanghai under ordinary circumstances, but not enough to meet the emergency which arose in her detention by the gale. Blame attaches to whomsoever is responsible for this deficiency; and we doubt not a similar contingency will be guarded against in future. Mishaps of this kind are excusable on a long journey, but not so on the short trip from Chefoo to Shanghai."

The further effects of the storm are thus described in the *Supreme Court Gazette*:—"Several walls, verandahs, &c., were blown down, among others that of Judge Hornby's house on the Bubbling Well-road, and the streets of the settlement were flooded to a great distance from the river on Saturday night. Two of Mr. Muirhead's workshops were unroofed and damaged, and the naval yard was submerged. In the settlement several pieces of wall were blown down, and one or two portions of China houses; several of the small trees on the bund were uprooted, and several of those on the open plot at the back of the Consulate broken. The *City of Aberdeen* was compelled to run for shelter from the gale, and anchored with the Amherst Rocks bearing eight miles north. Finding the ship drove with one anchor and a hundred fathoms of chain, a second was let go, which brought the ship up. Whilst riding at anchor, she pitched very heavily and lost jib-boom, fore-top-mast, and main-top-gallant-mast. Whilst in this position a junk foundered close by, and the captain with four volunteers went to save life. He succeeded in rescuing five Chinese, and took them to the *City of Aberdeen*, and left again to endeavour to save more life; in this attempt he was driven out to sea, and after about 24 hours sighted a junk and pulled for her. Taking his compass with him he boarded and induced the junk captain to steer for the entrance of the Yang-tsze, where he was fortunate enough to be sighted and picked up by the pilot boat *New York*, after an absence from his ship of about thirty-six hours. Captain Gerrie's courage has been the subject of well merited praise, and it is suggested the Chinese authorities should make some acknowledgment to him for saving the lives of some of their fellow countrymen. The *Silicia* was towed into this portdismasted; and Captain Hawes and the crew of the barque *Kewkee* returned to Shanghai in the *Mistletoe*, having lost his vessel on the 19th inst. The American ship *Mary* got on shore on Square Island, and the ship *St. George* has been reported on shore near Chin-hai. In the country several large trees were uprooted, houses unroofed, and the crops more or less damaged. The cotton especially, which had been previously suffering from the prolonged cool weather, is laid level with the ground; and the peach trees are half stripped. At Woosung a number of junks were driven high and dry on shore, five were sunk, many acres of land were submerged, the crops ruined, and several houses blown down.

The following items are also from the *Supreme Court Gazette*:—

"Mr. W. H. Medhurst has taken charge of H.B.M. Consulate at this port. Considerable speculation has taken place as to who is likely to be appointed Commissioner of Customs at this port. We hear that Thomas Dick is nominated to the office. We also hear that the Baron de Meritens will remain at Chefoo, Mr. Keinwachter will proceed to Swatow, Mr. Drew will be removed from Chinkiang to Kewkiang, and Mr. Man will proceed to Chinkiang.

"A new steam transport has been launched from the Chinese arsenal at Tungkadoo. She measures 180 ft. over all and 27½ ft. beam, and her capacity is 750 tons. She will carry eight 24 howitzers, also manufactured at the arsenal, and she is to be fitted with the engines that belonged to the old *Waratah*, but these have been so completely repaired that they may be almost considered new. They are 150-horse power, and the boiler, which weighs 32 tons, is of sufficient capacity to bear a pressure of 35 lbs. to the square inch. It has been tested with 30 lbs. of cold water, which is considered equal to about a third more steam. The boat is built of oak framework throughout, and of teak planking. The keels of two similar ones are, we are informed, to be at once laid down, and it is intended soon to begin three others."

The *N. C. Herald* mentions that the English and American Ministers have forbidden steamers to pass through the cut known as the "Straw Shoe Channel," near Nanking, by which they have been wont to cut off a long bend of the Yang-tze. The *Herald* says, "We think the objection of the Chinese to its use by steamers is well founded. It is too narrow for them to pass through it without imminent danger to native shipping."

The *Daily News* says it is reported that the change in the Chehienship of Shanghai is due to the check placed on the squeezing propensities of officials in Shanghai. Many of the principal Chinese merchants live in the foreign settlements; and we have raised so much difficulty to squeezing these, that the magistrate can hardly pay his expenses.

The whereabouts of a quantity of bullion and other property stolen from the wreck of the *Benares* is said to have been discovered in the neighbourhood of Ningpo, and the Taotai has been applied to, to procure its restoration. The new owners, however, seem in no hurry to relinquish it, and the village where it is stowed is so queerly situated in a net-work of creeks that it is difficult to use force. It is next to impossible to surround it, and the approach of an armed force would be simply a signal for the removal of the loot.

The provincial Commander-in-Chief has lately paid a vist to Chusan, accompanied by several armed lorchas, to review and reduce the garrison. A row is thought likely, as the Chusan men are rather independent, and may object to being disbanded. It was reported likely that he would go on to Pootoo, and the prospect is causing great excitement among the priests who live on the island.

It is rumoured that M. Giquel's Foochow dockyard scheme has come to a deadlock.

Captain Harmon, of the *Plymouth Rock*, thus describes a "bore" or tidal wave, which occurred in the Yang-tsze-kiang on the 24th July:—

"This morning at 2 A.M., while under way, coming down the river with a strong ebb tide, when about five miles above North Tree, we passed through very heavy breakers. The steamer was then in about twelve fathoms of water. At 2.30 A.M. we anchored below North Tree; at 3 A.M. a noise was heard approaching, as if a steamer was coming up and blowing off steam. In a few minutes a tide wave struck the steamer on the port quarter with such force as to cause her to strain and vibrate as if she had struck a ledge of rocks, going at full speed, the water breaking on board over the stern. I am confident had the steamer been lying across the stream the consequence would have been a serious one; fortunately we were heading up river.

"The wave came in from south-east, following the left bank; the sky was clear, and a fine breeze from the south blowing at the time. The wave must have been from twenty-five to thirty feet high, extending two miles across. Its force instantly stopped the ebb tide, which was running at the time about four knots per hour; in a few minutes after the steamer swung to the flood tide, which began to run with equal force."

The following is the text of the despatch concerning the Chefoo gold mines which has been addressed by the Taoutai of Shanghai to the Treaty Consuls:—

"Ying, the Taoutai, would inform the Consul that on the 7th day of the 6th month (July 26th, 1868) he received from the Board of Foreign Affairs at Peking a despatch stating:—

"That the opening of mines is strictly prohibited by Chinese law, and that hitherto even the Chinese merchants are not permitted to work them. Now, in the vicinity of Yien-tai and near the sea, since the opening of the place to foreign trade, Chinese and foreigners collect in considerable numbers, and if corrupt scoundrels of the interior, along with foreign wandering vagabonds, should secretly dig for mineral wealth and acquire riches, not only would it be a great injury to the people's Fung shui, but also it is to be feared that it would easily give rise to quarrels, wherefore the Board of Foreign Affairs writes to each of the foreign Ministers resident at Peking requesting them to order the Consuls at all the open ports to act in accordance with the prohibitions and strictly prohibit all foreigners from proceeding thither; and the 'Tsoong li Ya-men or 'Foreign Board' also writes to the Commissioner for the Three Ports and the Futai of Shantung province to order all the local magistrates at the ports to examine, and at all the places formerly yielding gold strictly prohibit, all persons, whether Chinese or foreigners, from working for it. And if any villanous Chinese should secretly pursue this business, then, according to Chinese law, punish them. And if any foreigners should engage in the business, then order the local magistrates, along with the Consuls, immediately to prevent them. Now as Shanghai is the common entrance for foreigners, should any of them get passports under false pretences, or proceed without passports to the northern ports, then immediately, along with the Consuls, to prevent their engaging in this business; and the Board also writes to act in conformity to these orders.

"And the Taoutai having received this, now writes to the Consul requesting him to examine the foregoing, and hereafter if any wandering vagabonds without means should want to repair to Yien-tai, the Taoutai hopes the Consul will immediately prevent them. And when foreigners apply for passports, for sporting in the interior, he hopes the Consul will examine clearly as to what business they are going on, and to what place they are going to hunt, and to have the place named in the passport before affixing the seal; and if any foreigners without passports repair to Yien-tai and such places to dig for gold, and anything happen in the way of an uprising against them, the Chinese magistrates cannot afford them any protection. The Taoutai hopes for a favourable reply to this despatch."

We (*N. C. Herald*) hear from Peking that the change predicted some weeks ago by our Tientsin correspondent has been carried into effect. Li-hung-chang and Tso-tsung-tang have been ordered to the seats of their respective vice-royalties, and to keep them free from rebels; while the late commandant at Moukden is ap-

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pointed to command in chief the northern army operating against the rebels in Chih-li and Shantung. It remains to be seen whether Li will accept his disgrace quietly.

A lottery of horses on a large scale has been held in Shanghai. A Mr. Keele brought a number of animals from Australia and hit upon this method of disposing of them.

HONG KONG.

From this port our advices are to the 7th August. The outward French Mail of June 18th was received in Hong Kong on the 27th, and the English mail of June 19 on the 29th July. The latest London telegrams to hand were *via* Calcutta, to the 13th July, received August 2. The local news is of small importance, nothing further having transpired regarding the late horrible coolie outbreak, or the only other topic of much interest, the new *Cordon* of custom houses round the island.

On the 30th July another case arising out of the bankruptcy of Lyall, Still and Co. was tried before Judge Ball, namely, that of Henderson *v.* the Hong Kong and Shanghai Bank. This was a suit in Chancery wherein the plaintiffs, Messrs. C. P. Henderson and Co., sought to call upon the defendants to state an account of the proceeds of a certain consignment of goods, viz., one hundred bales shirtings, formerly held as a security by the defendants and since sold by them; and also to recover the proceeds of the said goods from the defendants. The case was similar in its leading facts and arguments to that previously decided by Chief Justice Smale, and since appealed against, so that an extended report of the hearing is unnecessary. After hearing the evidence (which occupied two days) the judge postponed his decision.

The *China Mail* publishes an important despatch, having reference to matters affecting the interests of the mercantile communities of China, which has been addressed by Mr. Hart to the Chairman of the Hong Kong Chamber of Commerce. It is as follows:—

Inspectorate-General of Customs, Peking, 20th July, 1868.

1. Sir,—I beg to invite your attention to the contents of the despatch now addressed to you, and which has reference to matters of common interest.

2. I desire to be permitted to take advantage of the existence of a mercantile representative body to ascertain from time to time the views of the communities at the ports on all matters affecting their interests in connection with the working of the Customs' Department, and on such subjects as may seem to be of a kind in which the assistance of that department might be calculated to be productive of good result or mutual benefit.

3. The doings of the past ten years make it evident that there exists an identity and not antagonism of interest, and, in the exceptional state of affairs in China, experience suggests that those identical interests can be best furthered by a mutual good understanding and by common conference in respect of measures that affect them. That the country should enjoy tranquillity is of as much importance to the mercantile body as to the Government itself; that treaty stipulations should be understood and adhered to is just as conducive to the welfare of the Government as to the prosperity of the merchant; that there should be method in the collection of revenue, and regularity in the administration of revenue matters, is just as necessary to the transaction of the merchant's business as to the proper performance of their duties by Custom's officials; and that there should be a mutual good understanding contributes just as much to the success of those who have to act as it does to the protection of those who are acted upon. The discussion of measures affecting the general tranquillity of the Empire, and the interpretation of treaty rights and enforcement of treaty stipulations, are, of course, matters that concern more immediately the responsible authorities, but the every-day work of taking action under treaties, and of giving effect to their commercial stipulations, brings the Customs' Department and mercantile public into such constant and intimate contact that it would be folly to ignore the effects that our action and bearing have on each other, while it would be wise to attempt, through the medium of a common good understanding, and by mutual communication in respect of each other's requirements or responsibilities, to provide for the arrangement of a relation between action and result, so that action may be effective and result harmless.

4. The Foreign Inspectorate of Customs has now become an integral part of the revenue administration of this country; its offices are at every treaty port, and its members form the executive in the collection of dues and duties accruing on foreign trade, and in carrying out rules and regulations therewith connected, and affecting both foreign and native merchants. Cosmopolitan in its composition, it affords to every treaty Power the security that the interest of one Power will not be attempted to be advanced at the expense of another, and procures for each member of the cosmopolitan communities at the treaty ports the same treatment that all others receive, and thorough impartiality; paid by the Chinese Government, it insures for it the full collection of Maritime revenue, and the proper observance of established rules. Ports, however, differ in their requirements, and, with changing times, come changing circumstances; a new sort of action has to be taken here,—a novel measure introduced there,—and a regulation rescinded, altered, or added to at a third place; every such event affects the mercantile community at the place, and re-acts upon the Customs' Establishment. Looked at from the Customs' point of view, a rule may appear logical and unobjectionable, but, viewed from the side of the merchant, it may be uncalled for and mischievous; from the mercantile point of view, a certain measure may seem to be demanded by the circumstances, while to the Customs it may, for adequate reasons, appear to be altogether impracticable. It is thus evident that many of the rules that have to be acted on by the Customs' Department, and which are to be observed by the merchants, will be all the better for some preliminary ventilation, so that their object may be intelligible and action under them easy, before being determined on, or given effect to; and, in the case of rules once resolved on, a common understanding may go far to promote the interests of both sides, by making the rule effect its proper object on the one hand, and on the other, by preventing it from pinching unnecessarily or becoming mischievous in its operation.

5. Apart from mere Customs rules, there are matters of greater importance, but all more or less connected with the Foreign inspectorate and its working, in respect of which an understanding between the Inspectorate and the public, or, at all events, the means of arriving at such an understanding, would appear to be calculated to be productive of good results. Thus, in respect of the conservation and improvement of harbour approaches, lighting of the coast, pilotage, &c., it must be apparent that the action of the Inspectorate would be easier, if understood and approved of by the public, and that public interest and public wishes could be more easily furthered and complied with if there were such a recognised medium for the communication of them to the Inspectorate. In these and other affairs the interests of both public and Inspectorate are identical; it is to the interest of the public that all necessary works shall be done, and done well, and it is to the interest of the Inspectorate to see that work is necessary before it expends public funds on it, and to carry out, in the best and most enduring manner, whatever work inquiry has demonstrated to be really called for.

6. It is with these, and kindred thoughts in my mind, that I now address you, and through you, the Chamber, in the hope that a result may be secured conducive to the public good. Hong Kong, as I know, is a British colony; but its position on the coast, and the intimate connection that subsists between it and the Chinese treaty ports, lead me to think that to be in communication with your Chamber will not be without its uses.

7. I have, of course, had the opportunity of learning the views of the Chamber and the communities at the ports, as put forward in respect of questions connected with the expected revision of the treaty, and, as a member of a Commission engaged upon preliminary enquiries into the feasibility of, and best way of giving effect to such suggestions, I am pretty well acquainted with all that has of late been proposed, and can answer for the care with which each proposal has been considered and discussed. But, in the daily life of each community, events occur and cases arise which call for immediate action and settlement, and cannot await treaty revision, and it is with reference to them—to current business, so to speak—that I am more especially writing. In its Consuls at the ports, and Ministers at the capital, the public is already provided with the machinery for making known its wants, guarding its interests, and settling its affairs with the Chinese Government, and it is, therefore, no wish of mine to volunteer for the performance of the duties of others, or to interfere in work that does not concern me; still, Consular and Ministerial functions, no matter how well defined, leave room, occasionally, and at some points, for the employment of, and resort to other agencies. In appealing to you, therefore, I am simply desirous of initiating a state of affairs, in which a public service, the Foreign Inspectorate, may be so placed in communication with the public—and more especially with a recognised representative of the public, your Chamber—that it, acquitting itself of its responsibilities to the Chinese Government on the one hand, may, on the other, be at the same time the better able to aid, and, as a public servant, to do its duty by the mercantile communities in this country.

8. Hitherto my time has been chiefly devoted to the formation of the service, and the establishment of offices at the ports, and, so employed, I have delayed to place myself in communication with your Chamber; the instructions issued to subordinates in charge of offices at the ports have, however, been throughout dictated by the same idea that runs through this despatch—to remember that Mercantile and Customs' interests are not antagonistic,—that restrictive legislation must be as little as possible resorted to—that advantage should be taken of every opportunity to develop the resources, and foster the expansion of each locality—that the transaction of business should be simplified to the utmost possible extent—that the movements of shipping should be expedited, and mercantile operations facilitated and that the best way to aid the growth of revenue is to foster the growth of trade. In respect of pains and penalties, I have always advocated the utmost publicity, and full and fair inquiry before condemnation, and I have ever objected to the withdrawal of capital from active circulation by unnecessarily heavy fines or confiscations. The difficulties of managing a growing cosmopolitan service, and of serving a Government whose views have been often diametrically opposed—not for opposition's sake, but from the working of old ideas—to my own, have fully occupied my hands for years back. An opportunity is now presented, of which I gladly avail myself, contemporaneously with possible changes in connection with a revised treaty, and

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succeeding the formation of the Customs' establishments at all the ports, to do what I have long wished to do—to place myself *en rapport* with the mercantile communities, and, by initiating personal communication with their representative, your Chamber, to provide for a future in which work may proceed satisfactorily, misunderstandings be prevented, and general interests be subserved and promoted.

9. I have therefore to request that you will permit me to avail myself, through you, of such information and advice on specific points as I may, from time to time, desire to obtain, and that your Chamber will, in the same way, do me the favour of addressing me on any subject on which it may wish to be informed, and of making such suggestions as it may think calculated to be of general or particular utility. I have also to request that the Commissioners of Customs may be communicated, consulted, and advised with, at the ports, as time and circumstances may seem to require.

10. I have written an identical letter to the Shanghai Chamber, and shall send copies to the Commissioners of Customs for their information and guidance.

I am, Sir, your obedient servant,

ROBERT HART, Inspector-General.

Senhor Horta, prior to his departure, was subjected to an examination in the Supreme Court, in the case of Regina *v.* Saint, the Editor of the *China Mail*, who is accused of libelling the Portuguese Government in connection with the coolie traffic. At the close of the hearing the Chief Justice, on behalf of the Government of Hong Kong, disclaimed any knowledge of the case, which will now, probably, fall to the ground.

From Macao we hear of the arrival of the new Governor. The *Daily Press* says:—"His Excellency Vice-Admiral Sergio de Souza having called at the Government-house and left his card, not finding the Governor of Hong Kong in town, proceeded to Macao, accompanied by the Baron do Cercal, in H.F.M.'s gunboat *Camoes*, and arrived off the Praya at 6.30 A.M. At 7.25 his Excellency landed, and was received with the honours due to his elevated rank. He has no less than five grand cordons, and is an intimate friend of Dom Luiz, and is his aide-de-camp. Governor Horta goes home by the next English mail, and has handed his worthy successor the reins of Government.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail left Singapore on the 15th August. The outward mail of July 3 was delivered on its due date, August 5. The news of the fortnight is summed up by the *Straits Times* as follows:—

The attention of the community has been mainly occupied by three subjects, and these have attracted more interest perhaps on account of the still depressed state of business. They are, the Legislative Council, a trial in the Supreme Court arising out of the sinking of the powder hulk, *Princess Royal*, in February last, and the solar eclipse of the 18th August.

The Legislative Council sat on the 8th instant, and transacted a considerable amount of business. The legislative faculty manifested by our Council is something to marvel at, and certainly ought to be an example and a lesson to other councils all over the world. This model Council of the Straits colony thinks nothing of introducing, reading a first, second, and third time, and passing a Bill at one sitting, and not only one Bill, but as many as may be wanted. On this occasion two Bills were introduced, committed, read and passed right off-hand—to be sure they are Bills amending two Bills of last year. One of them, however, is of so much import that really our honourable legislators might have made a show at least of taking a "thocht a bit" about it. It gives the Governor power to do as he likes with Her Majesty's subjects at his will and pleasure, all law to the contrary notwithstanding. In addition to the above Legislative feat a Coinage Bill and Prison's Bill were introduced, read a first and second time, and recommitted; but these call for no remark. The Council further agreed to allow 500 dols. per annum to keep the Raffles' Institution Buildings in repair, which is only what was right and proper to do. There was further laid before the Council a despatch from the Secretary of State for the Colonies, offering to send out a geologist to survey the Straits Settlements. The despatch was ordered to be printed, the Council prudently making no remarks on the subject. The public have not been equally reticent. Considering that a competent geologist could not be engaged much under £1,000 per annum, and would require an office and staff costing something like a similar amount; considering, further, that the pages of the *Journal of the Indian Archipelago* are a mine of accurate scientific information regarding the geological formation of the settlements and neighbourhood, considering most of all that the finances of the Colony are in a somewhat dubious position, and therefore any additional burden imposed upon them will be indignantly protested against by the colonists to a man, the best course for his Excellency the Governor is clearly to respectfully decline the obliging offer of his Grace the Duke of Buckingham.

The *Gunpowder Case* has occupied the Supreme Court for six days, and has excited great interest among the merchants. The owners of the hulk, the *Princess Royal*, which sank at her moorings in the harbour in February last, are prosecuted by the consignees of the powder on board of her for its value. The case is of very considerable importance—the amount of money at stake is large—and the issue, to the defenders in the action, of vital consequence. Therefore the decision of the Chief Justice, Sir Benson Maxwell, is awaited with mingled curiosity and anxiety. It would be out of place on our part to say more until the decision is given. We give a full account of the evidence for the defence and prosecution.

Although Singapore is pretty far away from the central line of the total eclipse of the sun on Tuesday, the 18th July, still the phenomena presented here will be worth observing, and the Chinese and other natives, who are quite well aw[illegible] of what is coming, will make the day a grand holiday. His Excellency Sir Harry Ord left here in the *Peiho* on Wednesday last for Whawan, in the Gulf of Siam, where he will be the guest of his Majesty the King of Siam, and where the total eclipse will be seen to the greatest advantage, lasting there, as it will, longer than on any other spot on the earth.

Commercial Report.

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CHINA AND JAPAN IMPORTS.

YOKOHAMA.—There was a better feeling amongst dealers, but the actual business continued trifling, and rates, although fairly steady, had not improved. Early in the fortnight considerable sales of Grey Shirtings were effected at $2.90 for ordinary chops. The demand appears to have subsided, but rates were maintained. A few parcels Nos. 28 to 32 of Cotton Yarn favourite chops had been sold at $54 per picul. Holders were firm, but there were not many buyers at our quotations; a few plain lustres and black velvets had been sold, but generally fancy goods and woollens were quite neglected. The extraordinary fluctuations in the native currency made buyers extremely cautious in their dealings. The current quotations were:—Cotton Yarn, Nos. 16 to 24, $50.0 to 51.0 per picul; Nos. 28 to 32, $53.0 to 54.0; Nos. 38 to 42, $52.0 to 53.0; Grey Shirtings: 7 lbs., $2.35 to 2.45 per piece; 8.4 lbs., $2.90 to 2.95; 8.6 to 8.8 lbs., $2.95 to 3.05.; White Shirtings, 56 to 60 reed, $3.15 to 3.25; 64 to 72, $3.70 to 4.10; 68 to 72, $3.70 to 4.10; T-Cloths, 6 to 7 lbs., $175 to 2.35; 7 lbs., $2.10 to 2.30; Camlets, S., $16.50 to 17.50 per piece; S.S., $15.0 to 16.0; S.S.S., $13.0 to 14.50; B.B.B., $16.50 to 17.50; Orleans, plain, $4.0 to 5.0; figured, $4.0 to 4.50; Iron Nail Rod, $3.0 to 3.75 per picul; Lead, $7.0 to 8.0; Tin, $17.0 to 18.0; Tin Plates, $6.50 to 7.25.

SHANGHAI.—Cottons: In Plain Cottons a good inquiry had existed for the Northern markets. Grey Shirtings, 8¼ lbs., had realised better prices. White Shirtings in fair demand at comparatively low rates, whilst T-Cloths had been in great request, also American and English Drills. Fancy Goods generally continued difficult of sale. Woollens: Spanish Stripes had been in fair demand, and had increased slightly in value. Medium, Broad, and Habit Cloths were in better inquiry. Camlets: Small sales at about former prices. Long Ells in limited request. Lastings were very dull of sale. Metals—Nail Rod and Bar Iron: A small business had been done in these kinds at about last quotations. Pig Iron: Some small sales were reported at Tls. 15 to 16 per ton. Lead: A further decline had taken place. Tin Plates and Steel in small inquiry. Coals: Arrivals 1,478 tons from Australia and 1,054 from Formosa. Market dull; stocks of English Coal were small, without demand. American Coal had been sold to arrive at Tls. 12.5.0 per ton by the cargo, and Australian at quotations. The quotations were:—Grey Shirtings, 38½ yds., 39 in., 7 lbs., per piece, Tls. 1.9.5 to 2.0; 8¼ to 8½ lbs., Tls. 2.2.7 to 2.3.3; 9 to 9¾ lbs., Tls. 2.7.5 to 3.4.0; White Shirtings, 40 yds. 36 in. 52 reed, Tls. 1.8.0 to 1.8.5; 56 reed, Tls. 1.9.5 to 2.0.5; 60 reed, Tls. 2.1.0 to 2.1.5; 64 reed, Tls. 2.2.5 to 2.3.0; 66 to 72 reed, Tls. 2.3.5 to 2.7.0; American Drills, 40 yds. 30 in. 15 lbs., Tls. 4.2.0 to 4.4.0; American Jeans, 30 yds. 30 in. 10½ lbs., Tls. 3.4.0 to 3.5.5; American Sheetings, 40 yds. 40 in. 15 lbs., Tls. 4.1.5; English Drills, 40 yds. 30 in. 12 to 15 lbs., Tls. 3.9.0 to 4.2.5; T-Cloths, 6 to 7 lbs., 24 yds. 32 in., Tls. 1.6.5 to 2.2.0; 8 to 8.4 lbs., 24 yds. 36 in., Tls. 2.3.0 to 2.5.0; Woollens and Worsteds—Spanish Stripes, Tls. 0.5.7 to 0.7.5 per yard; Medium, Broad, and Habit Cloths, Tls. 0.8.5 to 1.2.0; Camlets, English, S., 56 yds. 31 in., Tls. 13.0.0 to 13.5.0 per piece; S.S., Tls. 12.0.0 to 13.2.5; S.S.S., Tls. 9.0 to 10.0; Long Ells, Scarlet, 24 yds. 31 in. 12 lbs., Tls. 6.7.0 to 6.9.0; Assorted, Tls. 6.8.0 to 7.1.5; Lastings, 30 yds. 31 in., Tls. 11.0.0 to 11.5.0; Crape Lastings, 30 yds. 31 in., Tls. 7.5.0 to 8.5.0; Crape Lustres, Tls. 4.3.0 to 4.6.0; Orleans, Figured, 30 yds. 31 in., Tls. 3.4.0 to 3.8.0; Orleans, Plain, 30 yds. 31 in., Tls. 3.3.0 to 3.5.0; Metals—Iron, Flat and Round, Tls. 2.4.5 to 2.5.0 per picul; Nail Rod, Tls. 2.5.0 to 2.6.0 per picul; Hoop, Tls. 2.2.0 to 2.2.5 per picul; Pig, Tls. 15.0 to 16.0 per ton; Lead, Tls. 6.5.0 to 6.9.0 per picul; Tin Plates, Tls. 4.4.0 to 5.0 per box; Steel, Tls. 3.9.0 to 4.4.0 per tub; Coals—English, Tls. 9.2.5 per ton; Cardiff, Tls. 10.5.0 per ton; American Anthracite, Tls. 13.0 per ton; Sydney, Tls. 9.5.0 per ton.

HANKOW.—A fair business had been transacted, which might have been larger but for the firmness of holders. In Grey Shirtings an advance in prices had been established; 8¼ lbs. Tls. 2.2.7 to 2.3.2, 7lbs. Tls. 2.0.0 to 2.0.3. White Shirtings: Trifling sales at low rates. T-Cloths: Demand appeared to have ceased for these goods, dealers having laid in large stocks; 7lbs. Tls. 1.8.5 to 2.1.0, 8 lbs., 36 in., Tls. 2.2.0 to 2.3.5. Drills: American, Tls. 4.3.0 to 4.3.5; English, Tls. 3.9.0 to 4.2.5. A good inquiry had existed, which had been met pretty freely. Fancy Cotton Goods dull of sale. Camlets had been in slightly better inquiry, and good assortments had realised Tls. 12.5.0 to 13.3.0 for S.S. Lastings in better favour at Tls. 11.2.5 to 11.9.0—very trifling sales. Long Ells: Assorted in better request, and some colours had advanced in value, Dark Blue, Tls. 7.4.0 to 7.6.0; Scarlet dull of sale, at Tls. 6.9.0 for H.H. Spanish Stripes and Medium Cloth Tls. 0.5.1 to 0.6.3 and

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Tls. 0.9.0 to 1.1.5 were the quotations, at which but little was doing in these goods. Figured Orleans: Sales of these in barter had been made to a considerable extent at Tls. 3.4.0 to 3.9.0 At Tientsin a large business had been transacted, and stocks very much reduced. Grey Shirtings, 8½ lbs., Tls. 2.3.0 to 2.3.3. Mexican T-Cloths, 7 lbs., Tls. 2.1.0 to 2.1.5. White Shirtings saleable to a fair extent: 56 to 60 reed, Tls. 2.0.0 to 2.1.0. Dyed Fancy Goods in no demand, and White Brocades and Spots only in limited inquiry at low prices.

FOOCHOW.—The only sales reported have been as follows:—T-Cloths, 7½ lbs., 500 pieces, at $2.60 per piece; 7 lbs., 1,000 pieces, at $2.50 per piece; Lead, 2,970 piculs, at $10.50 per picul.

HONG KONG.—Messrs. Olyphant and Co.'s Circular, dated 6th August, is as follows:—Cotton Yarn: Little attention has been paid to this article, and prices have undergone a further fall of $2.50 per bale. The sales of Nos. 16 to 24 reported, embrace 60 bales of English, 99 of Bombay, and 23 of Singapore manufacture. Cotton Goods: Drills have been in demand, but little has been done in other descriptions, purchases being merely to meet pressing and immediate wants, which are very moderate. Holders of Grey Shirtings from 8.4 lb. up to 9.8 lb. have become very firm under the advices from Shanghai, and have succeeded in forcing prices up 5 cents per piece. White Shirtings are entirely neglected, but being already comparatively cheaper than other goods, have suffered no further decline. T-Cloths have been quitted in insignificant parcels on easier terms, but more firmness is shown at the close. Turkey Reds are unchanged. Assorted Brocades are 10 cents dearer, owing to a trifling demand for the coast. In drills some 6,000 pieces 40 yards American were settled immediately after despatch of last mail at $5.30, and $5.17½ cash, for Pepperell and Laconia Mills respectively. A small sale of Laconias was made a few days later at $5.30 cash, and holders then advanced their asking prices 10 cents per picul, which checked purchases for a time, but just at the close a sale of some 3,000 pieces Pepperells has been made at $5.50 cash. Dutch Drills have been taken to a fair extent at an advance of 10 cents per piece. Purchases both of American and Dutch Drills have been either by Northern merchants (native) or by foreigners for shipment to Shanghai. We note a sale of 2,000 pieces 30 yard American Jeans at $4.40. Woollens: Sales have been trifling, but the market is improved in tone, and this improvement will no doubt become more pronounced as the season advances. Considerable quantities of Long Ells have been shipped north, and this has led to an advance of 20 cents per piece. Assorted Spanish Stripes are a trifle lower, but all other descriptions of Woollens are steady, and generally held for figures above our quotations. Metals: Nail Rod, Bar, and Hoop Iron, and Steel are not inquired for, and are all lower. Wire is unchanged. Lead has further declined. Tin in fair demand at former rates. Tin Plates in moderate request on easier terms. Quicksilver steady. Coal: Arrivals have been 1,255 tons English, 4,302 tons Welsh, 1,937 tons Sydney, and 300 tons Formosa, of which 1,300 Welsh, 480 tons English, 848 tons Sydney, and 300 tons Formosa are on the market. There have been no sales, buyers holding off for a decline in prices, and the market is decidedly weaker. Formosa Coal is improving in quality, and may soon rival Australian in our market, with increased facilities for working the mines.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—A fair amount of business had been done, and about 1,300 piculs had been settled. We still find the teamen attempting to work off the remnant of the last crop by mixing with the new, and the quality of the whole export was inferior, very few parcels of fine grades being brought to market. Quotations for the higher classes were therefore nominal, and for other qualities ruled as follows (laid down in London at exchange 4s. 7d.):—Fine, 1s. 10½d. to 2s. 7d.; Good Medium, 1s. 8d. to 1s. 9¾d.; Medium, 1s. 5½d. to 1s. 7½d.; Good Common, 1s. 2d. to 1s. 4½d.; Common, 1s. 0½d. to 1s. 2d.

SHANGHAI.—Black: A very large business had again been transacted, and natives generally had been easy to treat with. Purchases had shown much irregularity, but common descriptions may be considered two taels per picul lower. The liberal stock remaining embraced very few parcels of a higher character than that of good medium. Prices of common Teas were, with few exceptions, three or four taels per picul over what they were at the same period last season, and the better sorts likewise were much over the selling prices of such kinds last July. The market closed with a very quiet feeling. Settlements for the fortnight, 30,500 chests; re-shipments on owners' account, 17,000 chests; stock, 83 chops, or 32,684 packages. Quotations, duty paid, exchange for credits, at 6s. 2¾d. per tael, and freight at £4 10s. per ton:—Hohow, common to fair, 18 to 23 taels per picul; Oonam, common to fine, 20 to 35; Ningchow, common to fine, 24.5 to 31.5; Oopack, fair to good, 25 to 30. Green: Considerable transactions had taken place at about previous prices. The bulk of the purchases consisted of Pingsuey tea, of which about 14,000 half-chests of middling quality had been taken at prices ranging from Tls. 34½ to 38½, according to proportion. A few parcels of good Shanghai-packed tea had been settled at Tls. 36¾ to 37½, and three chops of new Fychow tea at Tls. 35 to 36½. The latter were about 1 tael per picul over last year's opening prices. All the purchases were for England, to which country the export was large. Settlements for the fortnight, 17,000 half-chests; re-shipments on owners' account, 600 half-chests: stock, 20 chops, or 11,875 half-chests. Quotations, duty-paid, exchange, as above:—Gunpowder, 1s. 6d. to 3s. 10d.; Imperial, 1s. 3d. to 2s. 8d.; Young Hyson, 1s. 2d. to 2s. 10d.; Twankay, 10d. to 1s. 3d.

HANKOW.—Prices at one time declined Tls. 1 to 2 per picul for Oopack kinds, but with a reduction of the stock natives became firmer, and a portion of this decline was recovered. Low price teas were about 1 tael dearer. Quotations were: Oopacks, fair to good medium, Tls. 18.7.5 to 25, equal 1s. 5½d. to 1s. 9¼d. per lb.; Oonams, fair to good medium, Tls. 16.5.0 to 22, equal 1s. 3¾d. to 1s. 7½d. per lb.

KIUKIANG.—Nothing had been done, no new Greens having arrived, and foreigners being unwilling to operate in Blacks, with a falling market at Shanghai. Holders of leaf in the interior were said to be demanding prices which buyers were unwilling to pay, and a temporary falling off in supplies was shortly expected. Chinese reported that large quantities of leaf, both black and green, had been spoiled by an inundation, but the report gained little credence.

FOOCHOW.—Messrs. Rusden, Phipps, and Co. report as follows:—Congou: Our market for England during the fortnight has been comparatively quiet, settlements being principally in the common grades for Australia and the Continent. The better class teas have nearly come to an end, and maintain their value better than the medium and lower sorts, which, within the last few days, have declined Tls. 2 to 3 and Tls. 1 to 2 respectively. Scented: Are a little easier in price, and though rather broken in leaf are well scented. Settlements for the fortnight have been:—Congou, 35,360 chests at Tls. 8.8 to 36.8. ship off; Souchong, 2,172 chests at Tls. 24.3 to 37.8, ship off; Oolong, nil.; Scented Teas, 12,653 boxes at Tls. 9.8 to 29.8, ship off; Flowery Pekoe, 166 chests at 31.8, ship off.

AMOY.—The market had been cleared of Congous—a good demand existing for Australia—at an advance of about one dollar per picul. Supplies came forward very slowly, and as teamen were losing heavily, receipts for the season would probably not be large. Settlements of Oolong amounted to about 1,000 packages, at prices about one dollar over those paid for former purchases. A few of the parcels taken were intended for the American market.

CANTON.—During the fortnight limited settlements had been made, consisting principally of scented kinds. In the finest grades of Scented Orange Pekoe we quote a reduction of two taels on previous rates, but the commoner kinds were very dear. Scented Capers were held for most unreasonable prices, and there were few to be had free from spurious leaf at twenty taels. A very limited selection of desirable teas of either kind was on the market. The country Congous were almost entirely neglected, and there was but little doing in other descriptions of teas. The following settlements were reported:—Canton District Congous, 1,500 boxes at Tls. 21 to 23; Scented Orange Pekoe, 5,800 boxes at Tls. 20 to 34; Scented Caper, 12,000 boxes at Tls. 15½ to 33; Gunpowder, 1,000 boxes at Tls. 13½ to 28.

SILK.

YOKOHAMA.—The weather had continued fine all the fortnight and, but for existing political disturbances, doubtless a large business would have been done. As it is about 400 piculs had been settled. Prices, notwithstanding the steady rise in Exchange, had continued firm, all good parcels being snapped up at once as they arrived, as much as $870 having been given for a few bales best Shimonita. Most transactions had been, however, in medium hanks. The unsold stock was estimated at 100 piculs. The quotations (laid down in London at exchange 4s. 7d.) were Mybash and Sinshu, Best, 35s. 10d. to 36s. 8d.; ditto Medium, 34s. 7d. to 35s. 5d.; ditto Inferior, 31s. 7d. to 33s. 8d.

SHANGHAI.—Mr. Holdsworth's Circular, dated 30th July, offers the following remarks:—The latest advices received from England since the date of my last Silk Circular, are by letters to the 5th June, and by telegrams *via* Kiachta to the 30th idem, the latter quoting Chop No. 3 Tsatlees 30s. per lb. A steady business has been transacted in this market during the past fortnight, resulting in considerable settlements, estimated at fully 6,000 bales, including 1,000 bales settled at the close of last mail, but after my Circular had been issued, making a total of 19,000 bales Silk settled since the 1st of June, against 11,700 bales to same date last year. There has been great complaint made of the mixed condition of the Silks purchased, and many parcels were rejected upon inspection. From the fact of the Chinese putting such undesirable Silks on the market thus early in the season, it might be inferred that good Silks are scarcer than at first anticipated, and this idea is further strengthened by the fact that for really good and classic Silks the natives are very firm in their demands for full rates. Prices show no material change, though, as was the case last mail, they have been irregular; owing to the increased value of dollars in the interior causing higher rates there, many holders of Silk prefer holding their stocks for higher quotations than selling at our present prices, as they would be unable to replace such Silks at the rates they are now offered. The unsold stock remains about the same as last estimated, say 4,500 bales. The arrivals from Ningpo amount to about 360 to 370 bales, and from Japan 433 bales were received per last French and English mail steamers. The current quotations (laid down in London at exchange 6s. 3d. per tael) were as follows:—Tsatlee, Chop No. 1, none; ditto 2, 31s. to 32s. 1d. per lb.; ditto 3, 29s. 11d. to 31s.; ditto 3½, 28s. 10d. to 30s. 2d.; ordinary 3½ and Best Chop 4, 26s. 3d. to 28s. 4d.; Red Peacock and ordinary 4, 24s. 1d. to 25s. 8d.; ditto 5 and common, 20s. 8d. to 22s. 6d.; Karshing Taysaam, Chop No. 1, 25s. 8d. to 26s. 9d.; ditto 2, 24s. 1d. to 25s. 2d.; ditto 3, 21s. 6d. to 23s. 1d.; ditto 4, 5, and common, 18s. 10d. to 20s. 5d.; Chin Cum Taysaam, No. 1, 22s. 9d. to 23s. 4d.; ditto 2, 21s. 6d. to 22s. 6d.; ditto 3, 20s. 5d. to 21s. 6d.; ditto 4 and common, 17s. 9d. to 19s. 11d.; Yuenfa and Hainings, No. 1, 26s. 9d. to 27s. 3d.; ditto 2, 24s. 11d. to 25s. 11d.; ditto 3, 23s. 1d. to 24s. 1d.; ditto 4 and common, 20s. 5d. to 22s. 6d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Cardiff, July 20, Jeannie Eastman.

At SHANGHAI.—From London, July 26, Weymouth; 29, Georges; 30, Pegasus, Prudhoe; from Liverpool, 22, Copernicus; 29, Janet Ferguson; from Hamburg, 29, Peru.

At HONG KONG AND CANTON.—From London, July 24, str. Nile; August 2, Havelock; from Cardiff, 25, Pactoler, Camilla; 27, Blue Jacket; August 2, Chalgrove, Diamond; from Sunderland, August 2, Windermere.

At MANILA.—From Newcastle, July 18, Ocean.

At SINGAPORE.—From London, August 7, Dewa Gungadhur; from Liverpool, July 31, Iron Queen; August 7, Phaeton; from Cardiff, July 31, Polly; August 5, Dwina; from Sunderland, 7, Zodiac; from Leith, 5, Chieftain.

At BATAVIA.—From London, Ragna; from Glasgow, Columba.

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DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, July 17, Lieutenant; 21, Earl Dalhousie, Douglas Castle; 22, The Cedars, Joseph Sprott; 25, Wild Deer, Star of China; 30, City of Aberdeen, Preciosa.

From FOOCHOW.—For London, July 20, Fire Queen; 22, Theresa; 24, Silver Eagle, Evelyn; 25, Scawfell, Tynedale; 29, Peter Denny.

From HONG KONG and CANTON.—For London, July 25, Nancy Brysson; 27, Edith Haviland; 29, Dunmail; for Callao, July 23 Providenza; 31, Henry IV.

From MANILA.—For London, July 21, Nesutan, Jan van Schaffelaar; 29, Angela; for Liverpool, Tewkesbury; 25, Patriot Queen; 26, Elena; for New York, 21, Ellen Hood; 24, Peruvian.

From SINGAPORE.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, Oryx; for New York, Alexandria, Italy, Benefactress.

At SHANGHAI.—For London, Alcoyne, Capiolani, Crawshaw Bailey, F. Reck, Guiding Star, Hastings, Helen, Isabella Ridley, Janet Ferguson, Jenny, Marcellus, Mary Whitridge, Northampton, Weymouth, str. Copernicus.

At FOOCHOW.—For London, Avon, Vanguard, Jubilee, Red Riding Hood, Mountain Ash, Maiden Queen.

At HONG KONG and CANTON.—For London, Fusiyama, Neville; for New York, Nellie Hastings.

At MANILA.—For London, Abnegacion, Victoria; for Liverpool, Carmencita; for Cork, Alblasserwaard; for New York, Warhawk; for Boston, Wild Rover.

At SINGAPORE.—For London, Nyassa, Polly, Phaeton, Zodiac; for Liverpool, Dewa Gungadhur, Iron Queen, La Plata; for Boston, Jeverland.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: £4 per ton of 50 cubic feet. To New York: £3 5s. to £3 10s. per ton of 40 feet.

At SHANGHAI.—Vessels on the berth for London are loading at £4 10s. per ton.

At FOOCHOW.—To London the rate is £3 10s. to £4.

At HONG KONG and CANTON.—Tonnage continues scarce, and small-sized vessels readily find employment for the colonies and coast. To London the rate remains unaltered. The Circular of Geo. Holmes gives the number of disengaged vessels in harbour at eight, representing 3,539 tons.

At MANILA.—There are no settlements to report.

At SINGAPORE.—There is an active demand for tonnage. To London or Liverpool the rate is £3 5s. per ton, dead weight or light freight.

REPORTS AND CASUALTIES.

SHANGHAI.

Star of China, injured; City of Aberdeen, dismasted; Silesia, dismasted; Kewkee, lost, captain and crew saved.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.	From	To.
July	21	Peru	Glasgow	Hong Kong
"	—	Teazer	Hamburg	Shanghai
"	—	Johannes Mertinus	Bourdon	Batavia
"	22	Kaap Hoorn	Amsterdam	Batavia
"	—	Cortgene	Rotterdam	Batavia
"	—	Lochleven Castle	Singapore	Liverpool
"	23	Luzon	Sunderland	Hong Kong
"	24	Hannah	England	Hong Kong
"	—	War Queen	Liverpool	Singapore
"	—	Sarah Scott	Cardiff	Yokohama
"	—	Shang Tung	Scotland	Hong Kong
"	—	Norma	Hamburg	Hong Kong
"	—	Condor	Hamburg	Hong Hong
"	—	Louis de Geer	Batavia	Rotterdam
"	—	Insulinde	Amsterdam	Batavia
"	27	Sir Henry Parker	London	Shanghai
"	28	Verena Collet	Saigon	Belle Isle
"	29	Robertus Hendrikus	Batavia	Rotterdam
"	—	Rainbow	Boston	Batavia
"	—	Excelsior	Cardiff	Chefoo
"	30	Australia	Singapore	New York
"	—	De Herrmann	Hamburg	Amoor River
"	—	Julie	Hamburg	China
"	—	Anna Maria	Bordeaux	Saigon
"	31	Lima	Aden	Batavia
"	—	Cheath	London	Hong Kong
"	—	Lauderdale	London	Shanghai
"	—	Anna Digna	Amsterdam	Batavia
Aug.	1	Onrus	Cardiff	Hong Kong
"	—	Elisabeth	Amsterdam	Batavia
"	—	Soerabaya Packet	Amsterdam	Sourabaya
"	—	Robert Pulsford	Liverpool	Manila
"	—	Palm Tree	Cardiff	Batavia
"	—	Golden State	New York	Shanghai
"	—	Game Cock	New York	Hong Kong
"	—	N. B. Palmer	New York	Hong Kong
"	2	Cervantes	Bordeaux	Manila
"	3	Trinidad	Liverpool	Manila
"	—	Ouderkerk a d Amstel	Amsterdam	Batavia
"	—	Minnie	London	Shanghai

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 16, off Portland, from Bassein, Sumatra; off Plymouth, from Batavia, for Rotterdam, Ternate; off Penzance, from Rangoon, for Rotterdam, Marion; at Helvoet, from Samarang, Johanna Antonia; at Deal, from China, Singapore, &c., Achilles (s.s.); 19, at Falmouth, from Akyab, for Rotterdam, Young Eagle; 13, at Lisbon, from Shanghai, &c., Diomed (s.s.); off Penzance, from Colombo, Glenfalloch; 19, at Deal, from China, Sea Belle; 20, at London, from Bangkok, Queen of the Ocean; from Sarawak, Alphington; from Manila, Bella Maria.

DEPARTURES.—September 19, from London, for Cardiff and Yokohama, Sir Ralph Abercrombie; 16, from Cardiff, for Galle, Webfoot.

LAID ON.—At London, for Manila, Pepita. At Liverpool, for Batavia and Sourabaya, Cragie Lea.

SPOKEN.—Margaret West, Sourabaya to Amsterdam, Aug. 4, 12 N., 26 W.; Alcyone, Amsterdam to Sourabaya, July 26, 7 N., 27 W.; Helabb, London to China, Aug. 14, lat. 15, lon. 26; Yang Taze, Foochow to London, Aug. 22, 18 S., 26 W.

FREIGHTS AND CHARTERS.—The Admiralty have invited tenders for the conveyance of the following troops:—From London, to Ceylon, about 4 officers and 72 men; to Hong Kong, 28 men; to Yokohama, about 94 rank and file; from Portsmouth to Colombo, about 220 rank and file.

MISCELLANEOUS.—At St. Helena, Aug. 17, Elisabeth en Jacoba, from Java, and sailed for Amsterdam; Franklin, from Manila, and sailed for New York; 18, Alice Graham, from Ceylon, and sailed 18 for London: 21, St. Dunstan, from Yokohama, and sailed for New York; St. Magnus, from Saigon, and sailedfor Bremen; Mary E. Ray, from Ceylon, and sailed 22 for London; 22, Fop Smit, from Batavia, and sailed for Rotterdam; Chinaman, from Foochow, and sailed for London; 23, St. Aubin, from Batavia, and sailed 26 for Amsterdam; 24, Elizabeth, from Batavia, and sailed 25 for Falmouth; 25, Juno, from Sourabaya, and sailed for Amsterdam; Kirkland, from Bangkok, and sailed for Falmouth; 26, Willem Poolman, from Batavia, and sailed for Amsterdam; Medea, from Batavia, and sailed for Rotterdam; Southern Eagle, from Philippine Islands and sailed for Falmouth.

ARRIVAL OF THE CHINESE EMBASSY.

THE arrival of Mr. BURLINGHAME'S Mission in this country is announced in this morning's papers. The members of the Embassy left New York on the 9th inst. in the Cunard mail steamer *Java*, which arrived in the Mersey at noon on Saturday, the 19th. The *Java*, on entering the Mersey, with the Chinese ensign at the fore, at once proceeded to the Canada Dock, and landed her passengers, so that but few persons were present to welcome the "distinguished strangers." They at once entered a private omnibus and some other vehicles provided for them and drove off to the Washington Hotel, where their arrival created a great sensation. After partaking of dinner and resting for an hour or two, the members of the Embassy left Lime-street station for London, where they are expected to remain for some two or three months. During their stay in the metropolis they will reside at the Grosvenor Hotel, but they will probably visit several of the largest towns in the provinces before they cross over to the Continent. Two European gentlemen are attached to the Embassy, Mr. JOHN MCLEAVY BROWN, who acts as first secretary, and M. EMILE DESCHAMPS, who officiates as second secretary. The Chinese envoys consist of CHIH-U-KHAN, or CHIH TAJEN, the "first associate Minister," a Mantchoo Tartar, who holds a high position in Peking. The "second associate Minister" is SUN CHIA CHANG, or SUN TAJEN, described as a great scholar, soldier, and diplomatist. The remainder of the suite consists of interpreters, of whom two speak English, two French, and two Russian.

THE BANK OF HINDUSTAN.—The liquidators of this bank announce a further call on the contributories of £2. 10s. per share, payable on the 20th October next.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALFORD—On the 5th September, at the Vicarage, Leavenheath, the wife of the Rev. B. H Alford, of a daughter.

D'ARCY—On the 11th Sept., at St. Hubert's, Ireland, the wife of Commander D'Arcy, R.N., of a daughter.

DEVITT—On the 7th September, at Summit-cottage, Upper Clapton, the wife of Henry Devitt, of a daughter.

ROGERS—On the 22nd July, at Shanghai, Mrs. George Rogers, of a daughter.

MARRIAGES.

BLAKE—JAMES.—On the 3rd Sept., at St. Just in Roseland, Cornwall, by the Rev. G. D. Symonds, assisted by the Rev. C. W. Carlyon, William Blake, Esq., Commander in the Peninsular and Oriental Company's service, to Caroline, youngest daughter of the late Thomas James, Esq., of No. 1, Pall Mall East, and Newton-house, St. John's-wood. No cards

HOOGLANDT—HEEMSKERK.—On the 3rd September, at Amsterdam, Holland, Jan Daniel Hooglandt, Esq., of Singapore, to Catharina Elisabeth, second daughter of the Rev. H. Heemskerk, Th. Dr. and V.D.M.

MALCOLM—JUST.—On the 27th Aug., at the Presbyterian Church, Sutton, Cheshire, by the Rev. A. D. Davidson, D.D., Aberdeen, assisted by the Rev. W. G. Fraser, Sutton, William Alfred Malcolm, Esq., 15, Powis-square, Bayswater (late of Yokohama, Japan), to Elizabeth Mitchell, eldest daughter of William Just, Esq., Bankfields, Cheshire.

DEATHS.

CURTIS—On the 28th July, at Shanghai, after a short illness, Frankland D. Curtis, a native of New York.

FARNHAM—On the 27th July, at Shanghai, Maggie Scott, beloved daughter of the Rev. J. M. W. Farnham, aged nearly four years.

FLOWER—At Labuan, on the 26th July, the Rev. W. B. Flower, M.A., Colonial Chaplain.

HATHORN—On the 12th Sept., at Tunbridge Wells, Major James George Hathorn, Royal Artillery (Bengal), eldest son of H. V. Hathorn, Esq., of Galloway House, Park-gardens.

WILKINSON—On the 5th Sept., at Combourg, France, Frederick Augustus Wilkinson, Esq., Captain R.N., second son of the late Rev. Marmaduke Wilkinson, rector of Redgrave and Nowton, Suffolk.

NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The London & China Telegraph.

LONDON, MONDAY, SEPT. 21, 1868.

A REMARKABLE DISCOVERY.

SOME strange news comes to us from Paris. It may seem curious to our readers—most of whom probably think they know something of the Coast of China—that a large and important island has hitherto lain undiscovered in that region; yet M. EDMOND TEXIER assures us (through the columns of the *Siecle*) that such is the fact. M. EDMOND TEXIER is a French journalist, who has an adventurous Italian friend named CÆSAR MORENO. This gentleman, it seems, while voyaging in the Far East (how or when is not specified), has discovered an island of great richness and vast extent "somewhere on the Coast of China." CÆSAR—unlike his great prototype—did not proceed immediately to conquer the new land, but returned quietly to Europe without saying a word about it—being blessed, we must suppose, with a very discreet set of companions, who let no hint of the tremendous secret escape them. Considering himself the rightful owner of this gem of the China Sea, he "offered" it to his own Government; but whether they considered the title doubtful, or had enough work on hand already, for some reason or other it was declined. Prussia was next tried, but with no better success; and this is stranger still, when we take into consideration the avowed desire of Count BISMARK to establish a German Colony in China. NAPOLEON the THIRD next had the refusal of it, but his Imperial Majesty was too old a bird to be caught with chaff—besides there is Cochin-China not *quite* settled yet. The discoverer evidently did not think it worth while to make any overtures to Great Britain—so he then crossed the Atlantic with the benevolent intention of revenging himself against the apathetic European Powers by "coming to an understanding" with a band of filibusters, who would doubtless have "settled" the place—if they could only have found it—to some purpose. But here a brilliant thought struck M. MORENO. Mr. SEWARD was "going in" for territory—why not try him? The trial was made, and, M. MORENO informs his friend EDMOND TEXIER, with every appearance of success. "Mr. SEWARD "received him well, considered the affair, and seems likely to "conclude it." So M. TEXIER publishes all this history in the *Siécle*, to show the ungrateful Powers of Europe what a magnificent opportunity they have lost. MORENO says he expects to sail shortly to "take possession" of this island in the name of the Great Republic. Has he been bewitched by some Will-o'-the-Wisp, like the fabled isle of St. Brandan? or does he intend to make over to the United States—for a consideration—Formosa or Chusan, or part of the Japan group? It is a curious business altogether.

THE announcement of the opening of the new line of railway between Suez and Alexandria, *via* Zagazig, on September 8th, will be received with general satisfaction by all connected with India, since not only will passengers henceforth perform the journey between Alexandria and Suez in ten hours, including stoppages, but, owing to the more favourable position of the line, the difficulty of maintaining it in efficient working order will be materially lessened. The length of the line from Zagazig to Suez (we learn from the *Mining Journal*) is about eighty-five miles, and as the Cairo and Suez line is to be abandoned, the whole of the working stock will be available for the new line, to which the rails and iron sleepers will likewise be transferred. Compared with the Cairo route, the difference in speed by the Zagazig route will be considerable, owing to the heavy gradients on the old line being avoided, while even those passengers who desire to visit Cairo will lose but little time, since it will only involve a run of twenty-eight miles from the Benha Junction and back, which will be compensated for by the greater speed on the main line.

CHRISTIANITY IN JAPAN.

THE news received by last mail from Nagasaki is almost too horrible to be believed. Even in that extraordinary country, whence so many startling events have been reported, it is difficult to believe in the possibility of some two hundred men and women being deliberately put on board a steamer and taken out to sea to be thrown overboard. Unfortunately, however, the particulars are too precise and circumstantial to admit of much doubt. The victims seem to have been hurried to their doom in an open, unconcealed manner, as though it were quite in the ordinary course of events. The punishment inflicted may perhaps be strictly in accordance with Japanese law, but the foreign Consuls could not see so inhuman a law carried into effect without a protest, which, however, was all in vain; they were told to mind their own business. Now arises the question—What legal right have foreigners to interfere at all? And it is a difficult one to answer. Argument and persuasion are alike useless; and to attempt by force to put a veto on the carrying out of native laws—however cruel they may be—would be to assume a very grave responsibility. On the whole, perhaps the best means of preventing a recurrence of so distressing an occurrence as this would be for the Sovereigns of France and England severally to send autograph letters to the MIKADO, protesting against such relentless severity, and pointing out that if persisted in it is likely, sooner or later, to lead to direct foreign interference in the internal administration of the Empire—a result that the Japanese Government has every reason to dread.

MR. BURLINGHAME'S MISSION.

In the *Pall Mall Gazette* of the 10th inst. and *The Times* of the 11th, the Americo-Chinese Treaty and our own relations with China are further discussed, but in articles too lengthy to be reproduced entire.

The former paper commences by saying, "We are afraid the Americans have already spoiled the Chinese ambassadors. They have been taken through a course of unlimited feasting and carousal. . . . The Chinese will be disappointed after all this with their reception in England. Goldsmith's Chinese philosopher reported that it was a custom with Englishmen turned of thirty to retire at proper intervals every year and lie in of the spleen. When the new ambassadors contrast their reception here with that which they experienced in America they will think they have unluckily arrived at one of our great lying-in seasons." In allusion to Mr. Burlinghame's plentiful distribution of "bunkum," the writer says:—"Mr. Burlinghame seems for the moment to be carried away by a great American 'notion.' This is, that the United States must eventually, by means of her Pacific railroad, obtain control over the commerce of China with foreign nations, and that, consequently, the sooner a clear field can be made for her the better. America in the forefront and the rest of the world nowhere—such is the sentiment which Mr. Burlinghame has proposed to the American people, with great applause. We shall be curious to see what variations he introduces into it when he arrives here." The new Treaty, it observes, "is all very well from the American point of view, but Mr. Burlinghame is not ignorant of the history of British relations with China, and he must be aware that we have our view of the question, and that his representations in the United States have not done justice to it. The treaty, he added, will make the tour of the world. Very likely; but it may not everywhere excite the wonderful enthusiasm which it has created in America. So far every argument which Mr. Burlinghame used for its acceptance by the United States is an argument for its rejection by Great Britain. Unless the head of the mission relies upon changing his front with great dexterity and success we shall scarcely be able to compliment him upon his diplomatic genius. He might have been sure of a hearty welcome in America without wantonly arousing the suspicions of all other Powers which have dealings with the Chinese."

The Times introduces its remarks with a somewhat elaborate review of our relations with the Chinese during the last thirty years, which, it says, "will show their behaviour to have been marked from first to last by persistent hostility, by an undisguised aversion to relations with us at any price, whatever the terms submitted, whether these might be lenient or the opposite. Yielding for the moment to fear, they have afterwards openly or secretly set at naught all promises and engagements." It then goes on to show that in return for this bad faith and treachery they received not only forbearance, but actual benefit.

"But, indeed, it is to something beyond leniency that the present (Chinese) Government is indebted. When we crushed the Taeping malcontents we literally delivered it from the jaws of ruin. And how has it repaid the services rendered? Has effect been given to a single clause of the treaty that could be wriggled out of? Has a single case of complaint been redressed? The despatches of our representatives, past and present, tell the same tale. Verily it would seem as if the Chinese diplomatists were masters of the situation. They laugh to scorn our treaty. They inflict upon us a severe disaster. They then jockey us into quelling native rebellion. They again laugh our treaty to scorn, and, coolly ignoring their indebtedness, contemptuously give us the go-by as principal and leading Power in their foreign relations. They send a mission with the avowed object of rendering as far nugatory as may be possible the right of access to the interior, acquiescence in which they feel they can no longer evade, and which, though forming the leading provision of the Treaty of Tientsin, has for some reason or other been left practically a dead letter for eight years. The Chinese Government feels too weak at the moment to resist as in days gone by; it resorts, therefore, to artifice and cajolery."

The people, however, are animated by a totally different disposition rom that of their rulers. They have uniformly evinced the greatest riendliness towards foreigners, and no reason exists, so far as they are

concerned, why China should not be thrown open to-morrow to unrestricted intercourse.

"We have now to recover the ground lost. We can effect this by simply telling the Chinese Ministers that if they wish for war we desire peace; that we perceive plainly the drift of their present diplomacy to forestall our attempts to form a friendly acquaintance with their subjects; that we mean to have our treaty carried into effect without further delay, and that consequently we shall decline to sign any clause or clauses calculated to convey the notion that that determination has been relinquished. If we thus act now the Chinese Government, being too weak to show its teeth, will acquiesce, and there will be peace. If we do not, and we allow it time to alienate the people, our intercourse will grow, for grow it must, amid contests that must lead to conquest, since all means of persuasion and coercion short of that will have been exhausted."

The writer concludes by pointing out the inconsistency of the policy urged on the United States by Mr. Burlinghame, and apparently received there with favour:—

"Nothing can contribute so surely to render war among Western nations upon Chinese soil likely as this description of interference by one nation in the concerns of another. It will not fail to exasperate and to estrange, and China—her arrogant rulers sure to place themselves in the wrong—will be the sufferer amid the wrangle, and worse than wrangle, that must ensue. The strict fulfilment of the obligations she has contracted towards all foreign Powers alike is paramountly the interest of China. This alone will ensure and entitle her to the common protection in her just rights by all."

MISSIONARY MISTAKES IN CHINA.

(PALL MALL GAZETTE.)

Mission of Kouy-Tcheou (China), Feb 23, 1862.

GENTLEMEN,—The blood of martyrs has recently been flowing in our province. The victims are—1, Father John Peter Néel, of Sainte Catharine-sur-Nivière (diocese of Lyons), beheaded for the faith last Monday, February 17; 2, his catechist, John Tchen, aged forty-two years; 3, a baptisee named Martin Ou; 4, the neophyte John Tchang, whose house was the missioner's asylum; 5, the virgin Lucy Y., belonging to a very honourable family in this city.

Such are the opening sentences of a letter addressed by Monsignor Faurie, Vicar Apostolic of Kouy-Tcheou, to the directors of the Society for the Propagation of the Faith, as published in their "Annals." The story of the murders is soon told. Abbé Néel, a young and active missionary, was sent to superintend a newly established station at Kia-chaloung. He had no sooner arrived there than he was bitterly opposed by the mandarin of the district, who finding threats unavailing to drive him from his post, ordered his arrest. Together with his catechist, the Abbé Néel was brought before the mandarin, seated at a temporary tribunal on the execution ground. The examinations were short and formal, sentence of death was passed, and the unfortunate men were executed on the spot.

Such pioneers of religion must always be regarded with respect. Exiled from his native country, often never to return, leaving all that is dear to him on earth for his faith's sake, the missionary goes to labour amongst a people sometimes persecuting, always ungenial. With tastes and feelings as widely differing from theirs as the West differs from the East, he throws himself into his work with an energy that half obliterates the recollection of all he has left behind; and all for others' sake. But although high esteem for these Roman Catholic missionaries cannot be denied to them, we cannot refrain from thinking that there must be some fault in their system which draws on them the distrust of officials and people alike amongst whom they dwell. From Thibet, Corea, Japan, and China we hear the same accounts of persecutions and martyrdoms; and it is only reasonable to ask whether the uniformity of the phenomenon does not indicate a corresponding uniformity in the cause. And of this cause we think we find some indications in the letters of Monsignor Faurie.

It should be remembered, to begin with, that from feebleness of religious feeling the Chinese are the most tolerant people in the world. Buddhists, Taouists, Confucianists, Protestants, and Mahommedans live together in harmony; and it is only when the rules of the Protestant faith clash with the native rites, apart from the essentials of religion, that disagreements arise between the missionary converts and their heathen brethren. And if the Roman Catholics suffer persecution in China it is probably because their bishops and priests claim powers to which they have no lawful pretension, thus creating a permanent rivalry between themselves and the mandarins, who are provoked to adopt harsh measures, in order to make it clear to the people that the might, if not the right, is still in their hands.

Under the most favourable circumstances, one of the Kouy-Tcheou mandarin's most difficult tasks is to maintain the loyalty of his district. Of turbulent disposition, and bred in the midst of anarchy, the Western Chinese pass into the ranks of the rebels or return to the position of peaceful citizens with equal ease and indifference. Destitute of patriotism, suffering under severe taxation without the compensating benefit of protection to life and property, the threads that bind these people to the State are of the weakest kind, and it taxes to the utmost all the mandarin's talents, natural and acquired, to prevent their breaking away altogether from his control. By cajolery and cruelty the mandarins for the most part hold their own; or, if they find the tide setting too strong against them, they either throw in their lot with the rebels, or forestall the too probable edict from Peking by putting an end to their existence. From these considerations it will be seen how easily a power, or what may seem to be a power may arise to perplex the mandarins; and how a set of men of the noblest intentions, may, by receiving under their quasi protection all who choose to submit to their teaching, appear to the imagination of these harassed mandarins enemies of established authority. Every one who has lived in China knows how insolent Chinese employés of foreign masters become to native officers, and how overbearing to their fellows. And few can have had much intercourse with mandarins without receiving repeated complaints of such conduct. The truth is, it behoves all foreigners living in China, and especially missionaries, to avoid giving the people any shadow of excuse for believing that by entering the service or adopting the religion of the stranger they transfer their allegiance from the native authorities. But how does Monsignor Faurie act? We find that he describes himself as exercising the power of life and death, of imprisoning and setting free, of making peace and declaring war. He relates how he moved from place to place with the ceremonies becoming a Viceroy, and attended by a retinue that would have graced the progress of a victorious general. On the occasion of his making a tour through his diocese, he describes his approach to the town of Tchen-nin-Tcheou in these words:—"Besides the red parasols, consisting of three tiers of shade, the calvacades, and the cannonades, there was added before my palanquin an escort of three little children dressed in red and green, and carrying crowns composed of precious stones. . . . Here again I signalised my arrival by setting free several prisoners who were confined for offences against our religion." Having arrived at Gan-chouen-fou, Monsignor Faurie tells us that all the chief insignia of authority were placed at the door of his house, "besides cannon announcing the nightly guard. . . . Each time that I left my house or re-entered three rounds of cannon announced the fact." Nor after he had entered the portals of his house was ceremony banished. "I always eat alone. The principal chiefs in full dress stand round the table to serve me, while musicians stand at the door and commence their harmony. . . . When my repast is over they serve the second tables, at which are placed my attendants, the chiefs of the country, and the musicians." Monsignor Faurie's letters abound with similar descriptions of such pomp and power.

Now what effects were likely to be produced by these lofty pretensions on the people and the mandarins? As for the people, they saw a handful of foreigners, recognised by the local authorities and on friendly terms with their Viceroy, wielding an almost unbounded power, and attended by all the pomp that belongs to high officials. They saw them forming a considerable society in the midst of their towns and villages, into which admittance was to be gained by acquiring a knowledge of certain signs, and the members of which were protected alike from the rapacity of the mandarins and the attacks of hostile clans. Many believed that a time was approaching when the mandarins' arms would be shortened, and that a millennium of freedom from taxation was begun. Nor were signs in the heavens wanting to sanction such ideas. A comet appeared in the sky announcing, as is generally believed in China, the downfall of the reigning dynasty, and pointing to their successors by displaying to the eyes of those whose heated imaginations taught them to look for such a sign, the form of the cross; giving rise, as Monsignor Faurie himself informs us, to the general observation, "There can be no doubt about it this time; the empire is passing into the hands of the Christians."

Influenced by such feelings and considerations, thousands offered themselves as candidates for baptism. Whole villages, whose only pretension to so high a privilege was the fact of their having learnt to make the sign of the cross, besought the blessing of the bishop. On one occasion Monsignor Faurie tells us he was met at the entrance of a large village by the chief of the national guard, who addressed him thus:—"Having heard yesterday of the arrival of your lordship, we detained your catechist, and learned from him how to make the sign of the cross. We have stripped our houses of all the superstitious objects contained in them. All the villagers are now Christians; come and bless us." Monsignor Faurie goes on to describe what follows in these words:—

It was fair day; the crowd was immense. I entered the chief's dwelling, from the steps of which the principal square is overlooked. The moment I appeared at the porch the business of the fair was suspended, and all eyes were immediately fixed on me. I raised my arms to bless them, but I perceived they did not understand what I was going to do. I immediately put my hand to my forehead and commenced the words of the sign of the cross. Immediately the whole multitude fell on their knees, repeated the same sign, and cried aloud with almost one voice, "In the name of the Father, and of the Son, and of the Holy Ghost. Amen."

Such a scene needs no comment. It must not be supposed that Monsignor Faurie believed that all those who professed Christianity were actuated by sincere and right motives; indeed, he relates the following incident to the contrary:—

Two families of Mou-rou-se (Ly and Ou) hated each other mortally. There had been attempts at assassination. Every member of the family of Ly had been wounded, and their house pillaged and burned. They were preparing to make a formidable (*sic*) complaint of the treatment they had received, but before doing so they declared themselves Christians, in the hope that they would secure the influence of the bishop in their favour. The family of Ou understood perfectly the danger in which they were placed, and, actuated by the same motives of securing a friend, also declared themselves Christians.

Amongst the mandarins there is a considerable divergence of opinion as to the conduct of the missionaries. The more liberal-minded—and they were those who were more intimate with the missionaries and their doctrines—regarded them, despite their love of ostentation, as true men, and were willing to let them run their course, knowing full well that time would sift the interested converts from the true, and, when that was accomplished, that there would be a very small following left to Monsignor Faurie. The Tories, on the other hand—and they were in a large majority—believed the missionaries to be intent on the overthrow of the empire, and regarded their religion as a cloak for the concealment of political machinations. So great was the alarm of these officials at the numbers of recruits who daily declared themselves followers of the new religion, and the increasing importance assumed by the missionaries, that they organised a society for the suppression of Monsignor Faurie and his converts; at the head of which was Tien, the general of the province, a Tory of Tories, and a bitter foe to the missionaries. His alarm appears first to have been aroused, according to Monsignor Faurie, by the elaborate pomp, the large retinue that surrounded the Vicar Apostolic on the occasion of a visit to the governor of the province to announce the arrival of his passport from Peking, granted under the provisions of the treaty of 1861. From that time Tien used all the means in his power—threats, tortures, imprisonments—to stop the progress of Christianity; and at last he determined to strike a decisive blow against what he considered to be an illegal and dangerous society. For this purpose he found an instrument ready to his hand, and one who had experience in such matters. Tay-lou-tche, a mandarin, who had, in the year 1858, at Maokeou beheaded three Christians under similar circumstances, readily undertook a like office on this occasion. By his orders the Abbé Néel and his catechists were seized, loaded with chains, and carried to the execution ground, where he personally directed the ceremonies of their decapitation. The spectators who carried the news to Monsignor Faurie averred that at the moment that the Abbé Néel's head fell to the ground a bright cloud descended from heaven and hovered over his corpse.

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Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, September 18.

The rumour that Mr. E. de Waal will shortly resign his post as Minister of the Colonial Department has assumed more consistency since H. M. the King has granted him leave of absence on the ground of ill health. It is ascertained that his resignation will take place as soon as the India budget is voted. As his probable successors, are named Mr. Mirandolle or Mr. O. van Rees; the Conservatives are afraid that the last named will accept the Portfolio, and the papers of that party have opened a crusade against him accordingly. There is a general conviction, however, that he is the right man in the right place, and that his appointment will go far to still the discontent which prevails in India in consequence of the unfulfilled promises of the Liberal party.

The addresses of the Chambers of Trade at Amsterdam and Rotterdam urge that more produce should be sold in India instead of being brought here unsold, and all the Chambers are forwarding addresses to the same effect; it is thought probable that the Government will consent to the change. I hear also that the minister intends once more to ask a credit to subsidize a steam line between Java and Australia, the necessity of which is so strongly urged by the *Batavia Handelsblad*, which was received by the last mail.

The French papers are alluding to the fact that the negotiations of Holland with Germany, which aimed to revise the navigation-treaty of the Rhine, have been interrupted. Several rumours are current respecting the occasion of the interruption, but I am able to state that it was only caused through Prussia having claimed the right to become master of our rivers, that is that no public works should be made, either on the Merwede or New Maese, without the consent of the Rhine States. Of course it was impossible that Holland could grant such an extraordinary demand, but it is ridiculous to say that this will become a pretext for hostilities between Germany and Holland.

The Catholic party has opened a crusade against the Cabinet. You will remember that the Minister of the Home Department declared that he would not alter the present Instruction Law. The archbishop and the bishops have in reply published a manifesto, which is read in all the churches, and by which every Catholic is recommended not to support the public anti-sectarian school, but to establish private schools in which the Catholic religion may be taught. The clergy are thus endeavouring to force the Cabinet to alter the Act of 1857. A general excitement will be the probable consequence of this manifesto, because the educational system has many more defenders than antagonists, and of course the former will endeavour to prevent any alteration in the existing law.

The result of the sugar convention at the Hague was that the customs duties on refined sugar when imported into France are two francs lower, so that the duty is now f.48.65 per 100 kilo. This alteration of the sugar treaty is made because the foreign importers were prejudiced by the differential customs duties which prevail in France; and the plenipotentiaries of the other States only approved of the alteration upon the assurance of the French Commissioner that the French tariff should be entirely revised next year.

I regret having to record the death of our eminent author, Mr. Jacob van Lennep, who died, aged sixty-six years, at his seat at Oosterbeek.

The annual meeting of the Society for Improving the Javanese has been held at Arnheim, under the presidency of Dr. W. Bosch. A very extensive discussion took place upon the best way to realise the aims of the society, viz., that the natives should be made really free, so that Europeans should no longer continue to dispose as they please of their time and labour, as is now the case. It was strongly urged that the education of the natives ought to be improved in the first place, and a commission was appointed in order to report upon the actual condition of education in India. The members also resolved that the society should publish periodical reports upon our colonies. The number of members in the society is now 1,500, against 160 two years ago.

The intelligence received by the last mail stating that Government had paid the passage money of Mr. C. Busken Huet, who has left for India to become the editor of the hitherto Liberal *Java Bode*, has created much sensation and indignation here. This fact proves by what means the former Conservative Government maintained its power.

It is stated that the Minister of the Colonial Department has the intention to decide upon the question of sugar cultivation in India as soon as possible. The session of the States General will be closed on the 19th inst. in the usual manner, and the new session will be opened on the 21st.

H. M. the King has arrived from Switzerland at his seat Het Loo, where splendid festivities took place on the birthday of the hereditary Prince of Orange. H. M. the Queen has left for Ems.

The First Lieutenant of Marine, Mr. H. van Goens, now stationed in the East, has been appointed adjutant to the Minister of the Marine Department. H. M. has approved the appointment of Mr. G. von Bultzingslowen as Consul at Sourabaya for the North German Confederation.

H.M.'s steamer of war *Djambi* is ready to sail on the 21st. She is bound for Japan. The *Mouch II.* will shortly sail with 150 soldiers for the East India army. Whilst the *Jacoba and Emilie* is chartered to convey coals to Yokohama.

MONETARY AND COMMERCIAL.

The demand for money is quiet; the Bank, however, has made no alteration in the rate of discount, which was fixed on the 24th of March last at 2½ to 3 per cent.

The business in public securities has been of a more active description; the dealings nevertheless being in a great degree speculative. Foreign stocks in some cases have presented more firmness. It is thought that the current is rather turning in a favourable direction. The Dutch funds exhibit considerable firmness.

In your issue of the 11th inst. you make some remarks respecting the import of double duties on *all* goods imported into Java not manufactured in Holland. As some uncertainty seems to prevail about the matter in England, I insert a list of those articles which are subjected to double duties:—

Carriages, copper, manufactured, bronze ware, copper ware, earthenware (pottery) and china; flour and meal, furniture, glass and glass-work, iron, founded or forged, lead, manufactured, leather and leather-work, manufactures of cotton (not made up, white or bleached, dyed or printed), linen, woollen, hemp, flax and tow, ribbon and band, lace; meat of all sorts, salted or preserved; paper of all sorts and paper hangings; steel, rod, plate, sheet, railway bars, scarfnails, manufactured; cotton or woollen yarns; zinc work, painted or lacquered, are subject to a customs duty during the years 1866-68, when certified of Dutch origin or manufactured in Holland, of 10 per cent. of the value, and when imported from or manufactured elsewhere of 20 per cent.; this last differential duty will be reduced 4 per cent. after the 1st January 1869.

Beer in bulk is charged per 100 litres 2f. for Dutch, 4f. for foreign, till Dec. 31st, 1868, and then the foreign will have to pay 3f. Beer in bottle, 2f. 25c. for Dutch, 4f. 50c. for foreign, and after 1st January 1869, 3f. 50c.

Steam machinery for agriculture, mining, manufacturing; likewise parts of machinery, provided that they can be acknowledged by the functionaries; rope and cordage of all sorts, sailcloth; Dutch, free; foreign, 5 per cent. of the value, and after 1st January, 1869, 4 per cent.

Painters' colours, ground with oil or not; writing and drawing necessaries; Dutch, 6 per cent., and foreign 10 per cent. of the value.

Vinegar in bulk, per 100 litres; Dutch, 2f., foreign, 4f.; and after 1st January, 1869, 3f. In glass; Dutch, f.2.50; foreign, 5f.; and after 1st January, 1869, 4f.

Wine (bottled), per 100 litres; Dutch, 8f., foreign, f.10.50.

PRODUCE MARKETS.

COFFEE.—The Trading Company has announced an auction for the 23rd instant, when 122,200 b. Java and Padang will be offered. The market has been very quiet and the transactions of trifling importance, they include:—709 b. Java, ex Herman de Ruyter, at 25c. to 30½c.; 942 b. do., ex Ellen, at 34c.; 1,319 b. Macassar, ex Hollandia; 674 b. Java, ex Herman de Ruyter, from 22c. to 27c.

SUGAR (Raw).—The market has remained inactive, and the following parcels have changed hands at 1f. to 1¼f. under July value. 400 mats Batavia, floating, per Emilie; 652 do. Probolingo, per Vooruit; 709 mats Bezoekie, ex Laura and Adele; 366 do. Sourabaya, ex County of Bute, No. 9¾, at 29¼f.; 185 do. do., ex Tonia, No. 10¼, at 29¾f.; 390 do. Japara, ex Admiraal de Ruyter, No. 12½, at 32f.; 280 do., Java, ex General Birch, No. 12¾, at 32½f.; 83 mats Macassar, ex Hollandia.

RICE.—There is not much doing, but prices of all grades are fairly supported. The lots sold include, 865 b. Sourabaya, ex Jessie Ann, at f.6¾; 1,194 b. Java, ex Vrede, at f.8⅛; 1,600 b. Macassar, ex Hollandia, at f.7¼; 858 b. Sourabaya, ex Burgemeester van Middelburg, at f.6¾; 655 b. Java, damaged, ex Leopold Graaf Van Limburg Stirum, at f.8⅛ to f.9⅛; 1,234 b. Java, ex Geertruida Maria, at f.8½; 1,027 b. do., ex do., at f.9; 930 b. Java, ex Gerard Pieter Servatius, at secret prices.

TEA.—The business has been limited, the demand being confined chiefly to the immediate wants of consumers. On the 11th inst. will be sold 750/4 ch. Java, which are valued as follows:—Trade mark Nangoeng: Java Congou, No. 1,90c., No. 2, 88c.; Souchow 115c.; Pecco, 275c. Mark Sarie Moelang: Congou, 90c.; Souchow, 115c.; Pecco, 350c. It is said that a direct cargo is expected from China. 750/4 ch. Java were offered by inscription. 201/4 ch. were sold at prices that did not transpire; the rest remains in the market.

TOBACCO.—Java Leaves: In waiting for the forthcoming auctions the market is inactive, only 2,087 b. Java, trade mark Walter, have been sold.

BANCA TIN.—The last mail brought intelligence that an inspector, when visiting the island of Banca, had found there an enormous quantity of Banca Tin, which had not been exported, and of which no account appeared upon the official returns. This news made a very unfavourable impression upon our market, and prices have receded in consequence. The transactions, however, are numerous, there being a good demand for account of English buyers. The transactions and quotations are as follows:—600 slabs at 54f., 500 do. at 53¾f., 200 do. at 53½f., 500 do. at 53¼f., 1,500 do. at 53f., 500 do. at 53¼f., 500 do. at 53¼f., 2,800 do. at 52½f. Of Billiton 3,100 slabs floating were sold at 53¼f. to 54f.

ARRACK.—300 casks, ex Aria and Betsy, were offered this week by inscription, but the parcel was not sold; 159 casks Tagal Alcohol, ex Geertruida Maria, changed hands.

INDIGO.—The market remains very firm, and the parcels offered are freely taken. The stock, however, is very small.

HIDES.—The market is very firm, but without transactions.

DRUGS.—Camphor unaltered at 80c. Cubebs: 91 b., ex Koophandel, inferior quality, were sold at secret prices.

RATTANS.—The following parcels have changed hands:—138 pic., ex Vice Admiral May; 100 pic., ex Herman de Ruyter; 226 pic., ex Bezoekie; 157 pic., ex Emilie; 86 pic., ex Cornelia Hendrika; 140 pic., ex Burgemeester Van Middelburg; 216 pic., ex County of Bute, and 149 pic., ex Koophandel.

SAPANWOOD.—100 pic., ex Eva Johanna, are in the market.

MANILA HEMP.—The 154 b. announced to be offered in auction have been sold privately at f.80.

SHIPPING INTELLIGENCE.

ARRIVALS.—Aug. 24, at Texel, from Tjilatyap, Mathilda; 29, at Brouwershaven, from Batavia, Eva Johanna; 30, at Texel, from Batavia,

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Ocean; from Padang, Padang Packet; 31, at Texel, from Singapore, Ortelius; Sept. 1, at Brouwershaven, from Tjilatjap, Macassar.

DEPARTURES.—Sept. 1, from Texel, for Batavia, Amstelstroom; 2, from Texel, for Samarang, Drie Gezusters; 3, from Brouwershaven, for Batavia, Rotterdam, Allegonda Jacoba; 5, from Hellevoet, for Hong Kong, Ferdinand; 6, from Brouwershaven, for Batavia, Australie.

PASSENGERS.

PASSENGERS INWARD.—From Java, per Eva Johanna, Messrs. Kalfsterman and family, Selleger and family, Bonting and family, V. D. Poll and family, Boode and family, Peralta de Renaud, Clarckson, Van der Hoop, Trehoff, Noels, Mrs. Serruys and family, Mrs. Casselette, Miss Korver, Messrs. Oesterweghel and Strube.

PASSENGERS OUTWARD.—For Java, per Amstelstroom, Captain Berg and family, Captain de Wilde and family, Lieutenant Langenberg and family, medical officer Van der Elst, Messrs. Herstein and family, C. B. Versteegh and family, Mrs. Nagel, Mrs. Eicke and child, Miss A. Tinkhoff den Toom, Miss E. Valckenhoff.

Monetary and Commercial.

The biddings for £200,000 in bills on Calcutta and Madras were held as usual at the Bank of England. The amounts allotted were—to Calcutta, £193,200, and to Madras, £6,800. The minimum price was fixed, as before, at 1s. 10½d. on both presidencies, and tenders at 1s. 11¼d. will receive about 40 per cent. Those above will be allotted in full. These results show a further increase in the demand for means of remittance to the East.

A small quantity of bar silver brought by the last West India packet has been disposed of for shipment to the Continent at 60½d. per ounce, showing a fractional advance.

A limited amount of Mexican dollars has been disposed of for China at 59⅝d. per oz., showing a decline of ¼d. from the rate last obtained.

The appeal case of Sam Mendel, of Manchester, against the decision of the Hong Kong Court, for delivery of goods to the Chartered Bank of India, consigned by him to Lyall, Still and Co., is not likely to be considered by the Lords Justices until November.

It appears that the Dutch still maintain the impost of double duties on all goods imported into Java not manufactured in Holland, and that all sorts of devices are used by our manufacturers in order to have their goods certified as of Dutch make, such as sending cotton manufactures to be bleached in Holland. It is remarkable that the Dutch Government has not abolished such a restriction, worthy only of a past age. Our Rotterdam correspondent gives a list of the articles upon which the increased charge is made. It would appear that a reduction in the rates will come into force on the 1st January, 1869.

The *Ajax*, belonging to Mr. Holt's line of China steamers, left Liverpool on the 25th of June, and arrived at Mauritius on the 3rd of August, making the passage under 39 days.

A new postal treaty between Great Britain and the United States with reference to the East India mails has been promulgated. It regulates the exchange of mails between the United States and the East, by means of the new American steam line plying between San Francisco and Hong Kong, and takes effect on November 1. The rate of postage is 10c. currency per half ounce on letters, 2c. each on newspapers, and 8c. per four ounces on book packets, patterns, and samples, and the treaty includes all the British possessions in the East.

The Telegraph Construction and Maintenance Company's steamship *Chiltern* has sailed from the Thames for Malta with the shore end and part of the main cable for the direct submarine telegraph line to be laid by that company for the Anglo-Mediterranean Telegraph Company (Limited). The *Scanderia*, containing the remaining length of the main cable, has also sailed.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 19th inst., was in gold, to Galle, £2,800; to Bombay, £9,750; to Madras, £5,594; to Calcutta, £53,000; in silver, to Bombay, £1,050; to Hong Kong, £45,740; total in gold, £71,144; in silver, £46,790.

The directors of the Agra Bank (Limited) have issued a report to the proprietors, from which we extract the most material passages as follows:—"It has not been the practice in past years, as a rule, to issue a half-yearly report of the working of the bank. The present directors did so, however, last year, in regard to the peculiar circumstances of the bank at that time, and they have considered it advisable to do so again on this occasion. . . . . With regard to the A capital, the directors have declared an ad interim dividend to the A shareholders on the amount of their shares, for the half-year ending 30th June last, at the rate of 8 per cent. per annum. With reference to this dividend, the directors are happy to be able to state that the business of the bank has been steadily on the increase. The progress which it has made, both in London and at the branches, has been of the most satisfactory character, and the credit and support which it has received, as evidenced by an almost daily addition to its constituency, is most gratifying and encouraging. The shareholders interested in the B shares are aware, from the last report issued by the directors, and from the information given at the general meeting held in April, that very considerable difficulty and delay were found to attend upon the realisation of the outstanding assets of the late bank. One principal object contemplated by the resuscitation o the bank was to afford sufficient time for the recovery of these assets without the necessity of forcing sales, by which the loss, inevitable in any case, would have been very seriously increased. This object has been attained, and the liabilities of the old bank have now been paid in full at a much earlier date than would otherwise have been practicable without a call being made upon the unpaid capital. . . . There are at the present moment assets unrealised representing the sum of about £2,700,000. The larger portion of this amount consist of assets in this country, but a considerable part is made up of claims in outstanding advances secured on indigo factories in India and other similar properties, for which the directors have not yet succeeded in meeting with purchasers on suitable terms. The home assets are composed to a great extent of claims on companies in liquidation, and of securities of various kinds in mortgages, debentures, shares, steamers, &c., having an intrinsic value which will no doubt sooner or later be developed, but many of these securities cannot at once be turned into money without a sacrifice which it would be injudicious to incur. When the resuscitation arrangements were drawn up, the belief was entertained that the period of two years would have sufficed for the realisation of all but a small portion of the old assets, and that by the 1st January, 1869, it would have been practicable to show a considerable surplus available to the B shareholders as capital to participate in dividends from that date. The directors regret to say that the progress made with these assets up to this time has not been such as to lead to the expectation that this will be the case. Beyond what will be necessary to cover the advances which have been made to provide for the claims of creditors, and which form the first liability of the assets, the directors find it difficult to offer a correct opinion, either of the amount of surplus which may remain, or of the period when the assets may be expected to be fully realised. At the same time it is right they should state that nothing has occurred in respect to these assets since the general meeting in April, to lead them to look for additional losses which were not then foreseen and explained. . . . They are most solicitous that neither the shareholders nor the public should be under wrong impressions, or should be misled in their expectations; and it is with this view that they have considered it to be their duty to communicate to them in this report the doubts they themselves entertain, that at so early a period as the beginning of next year there will be surplus assets to rank as capital, and available for dividend from that date, in association with the A shares. This will be a disappointment to the B shareholders, but it has arisen from causes connected with the assets, which the directors have not been able to control, and from the desire on their part not unduly to press sales by which the interests of shareholders would suffer. In conclusion, the directors would repeat what they have stated at the outset of this report, that the progress and prospects of the bank, both in this country and in India, continue to confirm their most sanguine anticipations."

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices Sept. 19.
£10	Agra Bank, A shares	All	11¼ to 12¼
10	Do. B do.	—	6¼ to 7
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., and China	All	20 to 21
25	Chartered Merc. of India and China	All	29 to 30
20	City Bank	10	11¼ to 12¼
28½	Hong Kong and Shanghai Bank, new	5¢	¼ to 1 pm.
50	London and County	20	49 to 50
50	London Joint Stock	15	31 to 32
100	London and Westminster	20	65½ to 66½
25	Oriental Bank Corporation	All	44½ to 45½
50	Union of London	15	34½ to 35½
	MISCELLANEOUS.		
—	Ceylon Deb., 6 per cent., Nov. 1878	100	110 to 112
—	Do. Do. 1872	100	104 to 106
—	Do. Do. 1882-3	100	112 to 114
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	2¼ to 1½ dis
10	Credit Foncier and Mobilier of England	All	2¼ to 2⅞
20	Egyptian Com. and Trading Company	6	5 to 4 dis.
10	General Credit and Discount Company	7½	2¼ to 2½ dis.
10	North Assam Tea (Limited)	5	7 to 5 dis.
10	Do. do. B shares	All	1 to 2
20	International Finance Society	5	1¼ to 1⅛ dis.
50	P. and O. Steam Company	All	51 to 53
50	Do. Do. 1867	10	¼ dis to par
10	Upper Assam Tea	All	3 to 4
100	West India Steam Company	60	62 to 64

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ARTICLES OF IMPORT.

TEA.

Messrs. Thompson's Circular, dated 17th inst., is as follows:—The market has been excessively dull. The few fine Kaisows remaining over of the late arrivals have found buyers, but the bulk of the cargoes remains still on hand, the dealers refusing to make offers. The public sales now in progress are large, and New Season's Foochow Teas, of fair and medium qualities, have sold 1d. to 2d. per lb. lower since our last issue.

FOOCHOW CONGOUS.—Siftings have sold at 9d. Very common, of old Import, at the auctions, realised 1s. per lb., good common, 1s. 0½d.; fair, 1s. 1d. to 1s. 1½d. per lb.; new import, 1s. 4½d. to 1s. 7½d. per lb. for fair to medium grades; privately a few sales only have been made at 2s. to 2s. 5d. for fine to finest, which prices are about the same as last quoted. Black Leaf Congous: Dust and siftings have sold at 8¼d. to 8¾d. per lb. Good ordinary, ex Magellen, sold at the auctions at 1s. per lb., good common at 1s. 0½d.; fair at 1s. 1d. to 1s. 2d. per lb. Medium of new import ex Agamemnon, have been sold at 1s. 7d. to 1s. 9d. per lb. Tayshan Congous: About 5,000 boxes, ex Agamemnon, have been sold in the present sale at 1s. 2½d. to 1s. 4½d. for fair to good, showing fully ½d. per lb. decline. Oolongs are most difficult of sale. Souchongs: A parcel, ex Sir Lancelot, at the auctions, of fair quality, sold at 1s. 4½d. per lb., and common at 1s. 2d. per lb. Scented Orange Pekoes are about as last quoted—with great difficulty to obtain offers. Scented Capers, ex Belted Will and Undine, have sold slowly at 1s. 4d. to 1s. 8d. for fair to good, 1s. 10d. to 2s. 2d. for fine; a parcel of very common has been sold at 1s. 0½d. per lb. Green Teas have occasionally been sold at easier rates.

The China sale comprised 30,146 packages, so far about 20,000 packages have been sold. Prices have in all cases been lower, new teas selling at irregular prices, but generally 1d. to 2d. per lb. lower. An Indian sale is advertised for the 22nd inst. The Undine, from Canton, arrived on the 10th inst. Prices for Congous of old import show ½d. per lb. fall, but new, of fair to medium grades, are again 1d. to 2d. per lb. lower, or fully 4d. less than the opening prices.

The following is from the *Produce Markets Review*:—Notwithstanding the large quantity of tea placed on the market from recent arrivals, and the general inclination on the part of merchants to sell, the trade have not been buyers except of the finest grades, and even then they have only purchased in the most sparing manner; while the medium and common sorts, which so largely predominate, are quite neglected, and prices for these descriptions are now from 3d. to 4d. below the opening rates. High and disproportioned as were the first prices paid, there is no doubt that this class of tea has fallen to a price somewhat approximating to its merits. On the other hand, the few parcels of superior quality have moved off freely, and prices have been maintained. For the present we do not look for any fall in the finer kinds, owing to the active competition of shippers; but as soon as their wants are satisfied there must be a reaction, as the grocers generally are too deeply committed to low prices to admit of their buying any large quantity of tea over 2s. per lb.; buyers of tea should never lose sight of this fact, as the sooner it is practically applied in the purchase of tea the sooner will trade return to its usual activity. The new Monings, ex Agamemnon, have sold more readily than the Kaisows. The leaf and qualities of these teas are generally good, and prices are moderate for opening rates; we have also noticed that the objectionable unevenness of the Moning leaf has, to some extent, been removed. All activity in any branch of the tea trade is, however, checked by the enormous exports from China, the latest telegram giving a total of 81,500,000 lbs.; and the folly of thus pouring so large a proportion of the year's crop into our market in the space of a few weeks is the more to be regretted as it is by no means certain that the total imports for the year will be in excess of our requirements, and the course pursued will, perhaps, lead to undue depression at one period of the year to be followed by a speculative reaction as the season advances. The Canton Pekoes, ex Belted Will, are as difficult to sell as ever; for Scented Caper there is a little better, but not active, demand. Oolongs of both old and new import continue in excess of requirements.

SILK.

The interval has been characterised by a total absence of animation, and a further decline in price has been stimulated by the heavy unloadings of the French and English steamers, which arrived together. Chop thirds still remain nominally at 29s. to 30s., but Swet Fee No. 3 Blue Peacock is not worth more than 27s. 6d., while Ting Chang Kee Fong Wan, which sold at 26s. 6d. at the opening of the market, has since been placed at 23s., and some inferior Teatlee has only realised 20s. Skeins we may quote at 19s. to 19s. 6d.; Kahing, 21s. to 23s. 6d.; Haincens are lower by 6d. to 1s.; Japans remain neglected. The demand from the Continent still runs on fine silk, and entirely passes by Asiatics, and hence many anticipate that we shall fall until such a price is reached as to induce speculation, say from 1s. to 2s. below present rates. The new season's Japans are to hand, but nothing has yet been done with them.

COTTON.—Since the date of our last report the Liverpool market has taken a downward course. The holders of cotton are apparently losing confidence day by day, as is evidenced in their increasing desire to realise. The market is each day more freely supplied, and prices have in consequence a progressive and steady downward movement, showing a decline of ¼d. to ⅜d. upon those current at the date of our last. The current rates on the spot are:—American, 8¼d. to 11¼d.; Egyptian, 5d. to 1s. 9d.; Peru, 9¼d. to 10½d.; Surat 5¼d. to 9¼d. The latest sales in arrival cotton have been at the following rates:—American, basis of middling, Savannah, by steamer via New York, 9½d.; Broach, fair new merchants, early June sailing, 7¾d.; Dhollerah, fair new merchants, sailing May, June, and August, 7½d. Dhollerah, fair new merchants, June and July sailing, 7½d.; and Oomrawuttee, fair new merchants, May sailing, 7 9-16d. and 7½d.; ditto, April and June, 7½d. The London market has also been extremely dull, and the Liverpool market was slightly better on Thursday, owing to the receipt of favourable advices from America.

COFFEE.—The public sales of Ceylon have on the whole gone off with less animation, and, with the exception of the few lots of superior Plantation, prices were frequently in favour of the buyer. Native is also of less ready sale, and former prices, except for good bold, have been barely maintained. The quantities sold and prices paid have been as follows:—737 casks 75 tierces 68 barrels 308 bags Plantation triage and ordinary 24s. to 55s., small gray and brown 58s. to 63s., bold ditto 66s. 6d. to 68s. 6d., small coloury 65s. 6d. to 70s., middling coloury 70s. to 74s., good middling 75s. 6d. to 79s. 6d., good bold 80s. 6d. to 85s. 6d., peaberry 73s. to 84s. 1,885 bags Native, common good ordinary to fine ordinary at 43s. 6d. to 47s. 6d., good bold at 50s. 6d. to 54s. 6d. 1,134 bags 196 pockets Manila, pale greenish 51s., pale 46s. to 48s. 6d. At the auction held yesterday there was a less active demand, and prices generally declined 6d. per cwt. 830 casks 40 barrels and 300 bags Plantation Ceylon sold, triage, &c. 27s. to 47s. 6d., ordinary to middling 50s. to 74s. 6d., good middling to good bold 75s. to 83s., peaberry 74s. to 84s., 600 bags native Ceylon all sold, good ordinary 45s. to 46s. 6d., very superior 63s. 6d. to 67s., peaberry 49s. 6d.

COCOA NUT OIL.—The market for Ceylon is steady at £51, at which price about 45 tons have been sold.

GALLS.—At a recent sale of 75 cases China offered 26 cases sold at £6 5s., while 163 cases Japan were bought in at 53s.

MANILA HEMP.—The market is firm but inactive. Private sales of fair good roping Manila have been made at full prices, which are, however, not disclosed. In auction 580 bales ordinary brown Manila sold at £42 to £42 10s., and 100 bales fair to good roping bought in at £48 to £50. Further parcels of fair current Manila, amounting to 2,000 bales, were sold last week at £48.

PEPPER.—Black: Singapore is still firmly held, and 555 bags at auction were bought in at 3½d. Some inquiry has been made privately, and about 1,000 bags have changed hands at previous rates, Singapore at 3⅜d. to 3½d., Penang at 3½d. to 3¼d. There is nothing doing in White Pepper.

RICE.—A steady tone is still maintained in the market. The general demand for cleaned is extensive, and consequently rough sorts, both hard and soft grain, meet a readier sale at improved rates. The following transactions are reported:—At public sale, 2,683 bags Bengal good Askoolie principally at 10s. 6d., part 10s. 9d. Privately, 3,000 bags Dacca grain Bengal have sold at 10s. to 10s. 3d.; 1,000 bags Moonghy, 9s. 3d.; 3,000 bags good pinky Madras, 10s. 3d. For arrival, 100 tons Decca, June shipment, have been sold at 10s., ex ship; 300 tons Ballam, 9s., ex ship. A cargo of 620 tons Moulmein, April shipment, at 11s. 3d., ex ship for London; 1,500 tons Rangoon, September sailing, at 10s. 6d., ex ship for London; 1,270 tons Rangoon at 11s. 4½d., for Liverpool; 700 tons Necransie, arrived at 10s. 10½d., ex ship for London; and 800 tons Necransie arrived off the coast sold for the Continent, supposed at 10s. 6d.

TERRA JAPONICA.—Cutch: The market remains firm for fine Pegue at 36s. 6d. In auction of 320 bags from Penang the sound portion was bought in at 35s., 60 bags sea damaged selling at 31s. for first class, 60 bags low ditto sold at 20s., 293 bags low mixed from Calcutta bought in at 21s. Gambier: Prices are rather lower, about 400 bales having sold privately at 17s., and in auction 475 bales were disposed of at the same price; 150 baskets cubes bought in at 25s.

TIN.—The market is firmer, and business has been done in Banca at £92 10s., and in Straits at £92 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Sept. 4	Charlotte	Fearon	Akyab	Queenstown
Aug 23	Gladiator	Angers	Singapore	Boston
Sept. 5	Ivy	Plummer	Bangkok	Falmouth
— 6	Peter Rohland	Raake	Ylollo	Do.
— 5	Medora	Shaw	Rangoon	Liverpool
— 5	Rifleman	—	Yokohama	New York
— 7	Portland	Peters	Saigon, for Rottdm	Deal
— 7	Naval Brigade	Moon	Akyab	Falmouth
— 7	Frederik Pettersen	Larsen	Do.	Do.
— 2	Karel August	—	Padang, for Rottrdm.	Off the Lizard
— 2	Tollens	—	Batavia, for do.	Do.
— 2	Foam	—	Singapore	Off Land's End
— 6	Magdalena	Schmidt	Bangkok	Liverpool
— 6	Lancastrian	Lorryman	Singapore	Do
— 4	Marian	Williams	Rangoon	Queenstown
— 7	Nydia	Watson	Akyab, for the Weser	Off Falmouth
— 5	Jupiter	—	Batavia	Off Scilly
— 6	Bato	—	Do., for Amstrdam.	Do.
— 7	Alliance	—	Singapore	Liverpool
— 8	Jane Kilgour	Williamson	Sourab, for Amstdm.	Off Weymouth*
— 5	Mercur	Brandorff	Rangoon, for Bremen	Off Plymouth
— 8	Sea Belle	Leslie	Saigon	Falmouth
— 8	Henrietta	Olsen	Akyab	Do.
— 9	Midas	Higgins	Do., for Hamburg	Do.
— 9	Corrientes	Johnson	Rangoon	Do.
Aug 18	Guantanamo	—	Macao, for Mariel	Off Havana
Sept. 9	Eudora	—	Akyab	Plymouth
Sept. 9	Vooruit	Logger	Batavia, for Rottrdm.	Plymouth
— 11	Frances	Hill	Colombo	London
— 9	Barn. v. Hardenbroek	Van Rossum	Java, for Holland	Off St. Catherine's
— 9	Undine	Scott	Macao, &c.	Off the Needles
— 9	Meggie	Armstrong	Singapore	Do.
— 6	Herzogin v. Brabant	Strohmeyer	Sourb., for Hamburg	Off the Wight
— 7	India	Ekdahl	Batavia, for Bremen	Do.
— 9	India	Bloomstrom	Rangoon	Portland
— 6	Phillis	—	Colombo	Off the Lizard
— 10	T. E. Milledge	Wilson	Akyab	Falmouth
— 11	Concordia	Schilling	Rangoon	Do.
—	Alphington	—	Sarawak	Queenstown

* For supplies.

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ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From.	At.
Sept 12	Queen of Ceylon	Atkinson	Rangoon	Deal
—	Achilles	Bulling	Bassein	Off Dungeness
— 12	Galathea	Pettersen	Akyab, for Copnhgn	Falmouth
—	Lady Ann	Gilles	Colombo	Off Penzance
— 11	Isabella	Mauer	Sourab., for Amstrdm.	Off Dover
— 9	Margaret Falconer	Benson	Penang	Off the Needles
— 12	Ladye Love	Gladstone	Ngski., for Amstrdm.	Plymouth
— 12	Concurrent	Singer	Sourab., for Rottrdm.	Do.
—	Zephyros	Grilck	Penang	Do.
— 9	Joseph Holmes	—	Batavia, for Holland	Off Scilly
— 12	Velocity	Ellertsen	Akyab	Queenstown
— 9	Carmeline	Gallet	China and Mauritius	Havana
— 14	Dagmar	Brunstrom	Saigon	Deal
—	Cameo	—	Rangoon	Queenstown
— 10	Bella Maria	—	Manila	Off Plymouth
— 11	Ellina	—	Bassein, for Bremen	Off the Lizard
— 13	Confiance	Raoul	Akyb., for St. Nazaire	Belle Isle Roads
— 15	Frederik Hendrik	V. Duyen	Maulmain	Falmouth
— 15	Maxima	—	Akyab	Do.
— 15	Helen Denny	Warden	Rangoon	Liverpool
— 15	Huntley Castle	Stewart	Singapore	Do.
— 15	O'Thyen	Andresen	Bassein	Falmouth
— 15	Hannah Maria	Hacklin	Akyab	Do.
— 14	Mina	Bruggen	Batavia	Brouwershaven
— 16	Saga	Lie	Akyab, for Copenhgn.	Deal
— 16	Susan A. Blaisdell	Sawyer	Rangoon	Falmouth
—	Bergenseren	—	Bassein	Queenstown
— 4	Rifleman	—	Yokohama	New York
— 15	North Star	—	Akyab, for Antwerp	Off Beachy Head
— 17	County of Lanark	Anderson	Sourab., for Rottrdm.	Plymouth
— 17	Hollands Trouw	Vos	Do., for Amsterdm.	Falmouth
— 18	Bessie Groenfell	—	Ceylon	Off Mount's Bay
— 18	Charlotte	Fearon	Akyab	Do.

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Sept. 5	Southern Cross	Mordue	Hong Kong	London
—	Lizzie	Otzen	Singapore	Hamburg
—	Padang Packet	—	Java	Amsterdam
—	Oceaan	—	Do.	Do.
—	Ortelius	Groot	Do.	Do.
— 5	Jane Sprott	Sprott	Shanghai	Liverpool
— 5	Ho Sho Marn	Henderson	Japan	Aberdeen
— 9	Alexandrida	Sangster	Cardiff & Yokohama	London
— 6	Madeira	Schnegan	Hong Kong	Cardiff
— 6	Fritz and Anton	Kamp	Singapore	Do.
— 8	Georgiana	Fowler	Galle	Do.
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— 12	The Sir Jamsetjee Fy.	Cobb	Shanghai	London
— 12	W. E. Gladstone	Moore	Do.	Do.
— 15	Channel Queen	Lanfesty	Hong Kong	Do.
—	Augusta	—	Java	Amsterdam
— 74	Albany	Watt	Hong Kong	Glasgow
— 5	Salvadore	Urrutia	Manila	Penarth Dock
— 14	Elyze	Horn	Shanghai	Newport
— 14	Aline	Kier	Singapore	Penarth
— 16	Estrella	Otazabel	Manila	Liverpool
— 18	Spindrift	Innes	Shanghai	London
—	Noach II.	Hoffman	Batavia	Rotterdam
— 15	Andreas	Krabb	Shanghai	Cardiff

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: Eastern Queen, Jeddo. For Yokohama and Nagasaki: John Banks. For Shanghai: Ariel, Spindrift, Taeping, Lahloo, Undine. For Hong Kong: Sir Lancelot, Drydens, Belted Will, Guinevere. For Manila: Olano. For Batavia and Sourabaya: East Lothian, Archibald. For Singapore: Star of Jamaica, Sea Snake, Hanover. For Singapore, Hong Kong, and Shanghai: Niger (s.). For Penang: Geffrard, Vanguard. For Colombo: Palestine, Acacia, Ocean Beauty, Derwent, Spirit of the North, Granville, Boyne.

At LIVERPOOL.—For Yokohama: Anne Wood. For Hong Kong: Juno. For Singapore: Ribbleton, Hebe. For Manila: Hong Kong, Conchita, Rosa del Turia. For Batavia and Sourabaya: Ocean Spray. For Galle: Halden. For Ceylon: Mary Ann Johnston.

At GLASGOW.—For Yokohama: Clydevale. For Shanghai: Glenallan. For Singapore: Parana, Loudon Castle. For Batavia and Sourabaya: County of Bute. For Penang: Ulva.

SPOKEN.

WEYMOUTH, London to Shanghai, July 11, 3 N., 107 E.
ISABELLA CHRISTINA, Sourabaya to Falmouth, June 16, 36 N., 21 E.
SUSAN E. HOWELL, Penang to London, 81 days out, June 28, 25 S., 8 E.
NETHERLAND, Holland to Batavia, July 15, 4 N., 23 W.
NEUMUHLEN, for Batavia, July 22, 11 N., 25 W.
CALLIANCE (barque), Singapore to Liverpool.
WHITE HALL, London to Hong Kong July 30, 54 S., 27 W.
CANTON (ship), Singapore to London, August 20.
ABOYNE, Ceylon to London, June 11, 26 S., 51 E.
CORNELIS GIPPS, Cardiff to Batavia, August 22, 44 N., 13 W.
ALBATROSS, Cardiff to Shanghai, July 24, 3 N., 22 W.
3RD PENDT., No. 7,198, Liverpool to Singapore July 22, 10 N., 27 W.
HUMBOLDT, Penang to Boston, June 26, 21 S., 66 E.
DELEMARIA (? BELLA MARIA), Manila to London, Aug. 18, 38 N., 31 W.
BELLATRIX (Dut. bq.), Amsterdam to Batavia, Aug. 29, 48 N., 11 W.
HEREFORDSHIRE, Cochin China to Plymouth, July 14, 28 S., 46 E.
ALSEN, Bangkok to Falmouth, July 20, 35 S., 22 E.
SERENA, Liverpool to Japan, July 22, 11 N., 27 W.
DRACHE, Newcastle to Singapore, July 24, 14 S., 32 W.
SURPRISE, New York to Hong Kong, Aug. 1, 12 N., 31 W.
ROSA DEL TURIA, Manila to Falmouth, off Cape St. Francis.
AMIL (of Bath), for Shanghai, July 26, 14 N., 28 W.
WILDEMAN, Java to Rotterdam, Aug. 19, 39 N., 38 W.
OCEAN EMPRESS, Cardiff to Shanghai, May 4, 23 S., 26 W.
COCAFDIARI (?) (barque), Colombo to London, July 14, 24 S., 52 E.
BENARES, Singapore to New York, July 23.
EMILE, Cardiff to Hong Kong, May 4, 48 N., 11 W.
SUZANNE, Cardiff to Hong Kong, May 20, 13 N., 26 W.
DEWA GUNGADHUR, London to Singapore, June 7, 28 S., 80 W.
HOLLANDSTROUW, Newcastle to Batavia, July 1, 17 S., 35 W.
QUEEN OF DEVON, Colombo to London, Aug. 4, 33 N., 43 W.
BESTEVAER, Amsterdam to Batavia, July 20, 11 N., 26 W.
ALCYONE, Amsterdam to Sourabaya, July 20, 12 N., 27 W.
RICHARD, Cardiff to Galle, July 29, on the Line, 29 W.
JANNETJE, Rotterdam to Batavia, August 4, 12 N., 26 W.
ETNA (Hamburg barque), Bangkok to Bremen, off Java Head.
NAPOLI (ship), Havre to Japan, August 12, 14 N., 27 W.
IDERD'S (?), of Maasluis, Batavia to Amsterdam, August 29, 48 N., 15 W.
SUMATRA, Bassein to Dordt, Sept. 8.
AN ENGLISH BARQUE, Colombo to London, Aug. 7, 34 N., 40 W.
SOPHIA KONINGIN DER NEDERLANDEN, Newcastle to Batavia, June 28, 29 S., 24 W.
MARY WARREN, Manila to Liverpool, 24 July.
LAMMERMUIR, London to Shanghai, July 27, 3 N., 25 W.
EUGENIA (Hamb. schnr.), China to Falmouth, June 19, 35 S., 17 E.
BERTHA, Havre to Japan, May 13, 34 N., 10 W.
INVERDINE (?), Batavia to London, June 14, 35 S., 20 E.
AIR (?), Cardiff to Singapore, July 21, 11 N., 25 W.
STAR OF THE MERSEY, Colombo to London, July 27, 23 S., 3 E.
COUNTY OF AYR, Sourabaya to Rotterdam, July 28, 22 S., 2 E.
AN ENGLISH BRIG, London to Japan, July 19, 9 S., 12 W.
EMILIA, Batavia to Rotterdam, July 16, 27 S., 6 E.
MELICETE, Liverpool to Galle, Sept. 6, 50 N., 11 W.
MARION, Penang to London, July 31, 12 S., 11 W.
RIALTO, Colombo to Swansea, Aug. 26.
ROWLEY (Dutch ship), Batavia to Amsterdam, Aug. 22, 44 N., 36 W.
MENTOR, Amsterdam to Sourabaya, June 2, 41 S., 58 E.
CALEDONIA, Cardiff to Hong Kong, June 12, 38 S., 81 E.
No. 2,850 3rd d.p. (ship), Nagasaki to Amsterdam, Aug. 7, 17 N., 29 W.
JESSIA (?) (Hamburgh barque), Cardiff to Shanghai, July 21, 9 N., 24 W.
ADMIRAL BROMMY (Dutch brig), Batavia to Amsterdam, 134 days out, Sept. 4, 47 N., 12 W.
JOHN C. MUNRO (ship), London to Japan, July 27, 4 N., 25 W.
POLMAISE, London to Shanghai, July 17, 2 S., 29 W.
ANNIE RAMSAY, Cardiff to Batavia, Aug. 9, 10 N., 24 W.
ASIE MINEURE (bq.), Bordeaux to Batavia, July 23, 9 N., 27 W.
ZEENIMPH, for Batavia, Aug. 9, 18 N., 27 W.
OCEAN BELLE, Padang to New York, Aug. 4, 21 S., 57 E.
No. 0843, 1st pendt., Liverpool to Singapore, Sept. 6. 40 N., 12 W.
LOCHLEVEN CASTLE, Singapore to Liverpool, Aug. 9, 22 S., 58 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports continue quiet, at previous quotations. Coal freights from the Northern outports have slightly improved, and are firm at the undermentioned rates:—

Current rates of freight for vessels on the berth:—To Yokohama: 45s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai; 42s. 6d. weight, 40s. meast. To Chefoo: 60s. weight or meast. To Foochow: 50s. weight or meast. To Hong Kong: 42s. 6d. weight, 30s. meast. To Amoy: 50s. weight or meast. To Singapore: 35s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear of Tyne per keel.—For Shanghai: £45. For Hong Kong: £35. For Singapore: £26. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 3s. For Shanghai: £2 8s. For Hong Kong: £1 16s. For Manila: £1 15s. For Batavia: £1. For Singapore: £1 6s. For Galle: £1 2s.

The Admiralty have invited tenders for the conveyance of the following stores:—1 ton (light) rifle rests, 5 tons (light) medical and surgical stores at Woolwich, and 14 tons stove bodies, at the Tower, to be shipped from the Thames for Victoria, Hong Kong.

CASUALTIES.

The Zephyros, Grilck, from Penang, arrived at Plymouth with loss of sails and leaky.

A telegram from Bombay, dated Sept. 8, states that the Hollandsrew (? Hollandstrouw) (Dutch ship), from Shields to Batavia, was totally destroyed by fire at sea, July 26; ten lives lost.

The Kate Cleather, Johnson, from Singapore to Boston, put into Mauritius, July 31, to stop a leak in her upper works; she was being caulked and repaired afloat.

MISCELLANEOUS.

At ST. HELENA.—Aug. 3, Anne Dymes, Spence, from Singapore and sailed 4 for London; 5, Indus, Hicks, from Saigon, and sailed for Plymouth; Stad Leyden, v. d. Poll, from Batavia, and sailed for Amsterdam; Æolus, de Vries, from Batavia, and sailed for Rotterdam; Belle of Southesk, Stronach, from Singapore, and sailed for London; 6, Manila 2nd, Kuhlken, from Padang, and sailed 7 for Amsterdam.

Off ASCENSION.—Aug. 9, County of Ayr, from Sourabaya, for Rotterdam; 12, Cosmopolite, from Batavia, for Rotterdam.

At ST. VINCENT, C.V. — Achilles (s), from Foochow, for London.

At MAURITIUS.—Aug. 3, Ajax (s.), from Liverpool, and left for Singapore, China, &c. July 20, Arthur Pardew, Jacks, from Colombo; 31, Ocean Bridge, Shellard, from Cardiff, and sailed August 2 for Galle; August 2, Diomed (screw-steamer), Crompton, from Shanghai, and left 4 for London; July 25, Stonehouse, Bley, sailed for Galle; 30, Antrim, White, sailed for Manila; August 4, J. W. N. Lorentzen, Jessen, sailed for Singapore after repairing; Kwang Tung (screw-steamer), Sheppard, from Aberdeen, and left same day for Singapore; 6, Jasmin, Ortige, sailed for Singapore; July 31, Kate Cleather, from Singapore.

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Aug. 5, Lahloo in company, lat. 3.36 S., long. 19.03 W.; 7, crossed the Equator in the morning; 9, Lahloo and Spindrift in company, lat. 6.40 N., long. 24.37 W.; 12, Ariel in company, lat. 14.24 N., long. 26.24 W.; 13, parted company with Lahloo and Spindrift; 16, parted company with the Ariel, lat. 24.20 N., long. 35.36 W.; 26, Sir Lancelot and Lahloo in company, lat. 45 N., long. 21 W.; 28, parted company with Sir Lancelot, Spindrift in sight to windward; 30, noon, Scilly Islands, N.E. 60 miles; Aug. 31 and Sept. 1, calm; 2, noon, Lizard, E. 20 miles; 7, arrived East India Dock, at 2 A.M.

Ship Lahloo cast off the tug outside the River Min at 7 P.M. on the 30th May; wind nearly calm; passed Anjer 23rd June, 10 A.M.; rounded the Cape 19th July; crossed the Equator 6th August; arrived off Scilly 2nd September, 10 A.M.; becalmed off the Eddystone thirty hours; arrived at Gravesend 7.30 P.M., 7th September.

LAUNCHES.

Messrs. Robert Duncan and Co. have launched a splendid iron clipper ship of 1,370 tons for Messrs. Robert Cathbert and Co., Greenock. She was named the Rozalle by Miss Johnston, daughter of David Johnston, Esq., Bellaire, Greenock. The Rozalle, which is of fine model, was built under cover, is registered highest class, is 220 feet in length, 33 feet in breadth, and 29 feet in depth, is for the East India trade, and is to be commanded by Captain Meldrum, late of the Esmeralda, belonging to the same owners.

On the 17th inst. Messrs. R. Steele and Co. launched on the Clyde a fine China clipper named the Parsee, for Messrs. J. and W. Stewart. She is 216 feet long, 25 feet 10 inches beam, and 22 feet 3 inches depth, and 1,328 tons register. She is in all respects the same as the Assaye, lately launched by the same firm for Messrs. Stewart.

Messrs. Randolph, Elder, and Co. have just launched from their shipbuilding yard at Govan the Guinevere, a composite ship, of 1,073 tons builders' measurement, of the following dimensions:—Length over all, 2 7 feet; breadth, 34 feet; depth (moulded), 21 feet feet. She is intended for the China trade, and, among other improvements, is fitted with Skinner's vertical steering gear, which appears to be coming into general application.

Ship Taeping left the River Min at 3 P.M. on the 28th May; discharged pilot at 5.30 P.M.—June 2, 3 and 4, in company with Sir Lancelot; 10, Ariel, Spindrift, Undine, and Sir Lancelot in company; 12, parted company with Undine and Ariel; 13, parted company with Spindrift and Sir Lancelot; 22, passed Anjer, Ariel and Sir Lancelot in company; July 16, spoke ship Lahloo, lat. 31.48 S., long. 82.24 E.; 20, Passed the Cape in the morning; 29, Spindrift in company, lat. 18.55 S., long. 4.05 W.;

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Address "T.," "London and China Telegraph" Office 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

MR. DAVID GOW, deceased.—Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees," NOTICE IS HEREBY GIVEN, that all CREDITORS and other persons having any CLAIM or demand against the ESTATE of DAVID GOW, late of Victoria, in the colony of Hong Kong, shipbuilder, of the Tavistock Hotel, Covent-garden, in the county of Middlesex, in England, and of Silverwells, near Rothwell, in Lanarkshire, in Scotland, who died on the 21st day of November, 1866, and whose will was proved on the 23rd day of January, 1867, in the principal registry of Her Majesty's Court of Probate, London, by Douglas Lapraik, of the Oaks, Acton, in the county of Middlesex, Esquire, and George Harper, of Fairfield House, Saxmundam, in the county of Suffolk, Esquire, the executors named in the said will, are hereby required to send the particulars in writing of such claim or demand to us the undersigned, M'Leod, Stenning and Watney, of 16, London-street, Fenchurch-street, London, on or before the 24th day of September, 1868, after which time the said executors will proceed to distribute the assets of the said David Gow among the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice. And notice is hereby further given, that the said executors will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.

Dated this 23rd day of July, 1868.

M'LEOD, STENNING, and WATNEY,
16, London-street, Fenchurch-street, London, E.C
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Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto. 700f. (according to cabin); second class, 425f.; third class, 275f.

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Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., Shang. & perhaps Japan ..	Niger (s.s.)...	A1 18 yr.	E.I.D.	Sept. 24
Hong Kong..	Serica	A1 13 yr.	W.I.D.	With des.
Do.	Taitsing	A1 14 yr.	W.I.D.	To follow
Manila	Olano	AA1	W.I.D.	Sept. 25
Shanghai ...	Leander	A1 16 yr.	E.I.D.	As reqrd.
Do.	Forward Ho	A1 17 yr.	E.I.D.	As reqrd.
Kanagawa & Nagasaki ..	John Banks	A1 13 yr.	W.I.D.	With des.
Kanagawa...	Eastrn.Qeen.	A1 13 yr.	W.I.D.	To follow

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CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Lahloo	A1 16 yr.	E.I.D.	Oct. 5
Do.	Undine	A1 16 yr.	W.I D.	Oct. 7
Hong Kong..	Sir Lancelot	A1 16 yr.	E.I.D.	Sept. 25
Do.	Guinevere (new)	A1 16 yr.	E.I.D.	Oct. 5
Yoko. (Kanagawa)...	Jeddo	A1 10 yr.	W.I.D.	With des.
Do.	Eliza Shaw..	A1 17 yr.	E.I.D.	To follow

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JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo ..	Ocn. Buty	A1 16 yr.		W.I.D.	Sept. 24
Do.	Sprt. of N.	A1 10 yr,	664	W.I.D.	To fol.
Do.	Granville...				To fol.
Bombay ...	Kingdom O'Fife ...	A1 10 yr.	494	E.I.D.	Sept. 25
Do.	Hero	A1 10 yr.	666	E.I.D.	To fol.
Mangalre., Cnnanre., Calicut, Beypore, & Cochin.	Caroline Hutchins	A1 11 yr.	287	W.I.D.	Sept. 25

No. 22, Great St. Helen's, E.C.

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GELLATLY, HANKEY, SEWELL and CO. will despatch the undermentioned first-class VESSELS during the month—

Port.	Ship.	Class.	Dock.	Dates.
Bombay.....	Anazi	A1 14 yr.	E.I.D.	Sept. 25
Do.	Prince Oscar	AA1	E.I.D.	Oct. 1
Calcutta	Clyde	AA1	E.I.D.	Sept. 20
Do.	Salamanca...	A1 13 yr.	E.I.D.	Sept. 26

For Freight or Passage apply at 8, York-street, Manchester; or No. 27, Leadenhall-street, London, E.C.

FOR PENANG direct, sailing Sept. 25, the A1 barque VANGUARD, 332 tons register; Capt. MACKENZIE; loading in the West India Docks.

For Freight apply to CUNNINGHAM, CLARK and Co. 34, Lime-street, E.C.

To follow the "Ocean Beauty."

With immediate despatch, having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid clipper-built ship SPIRIT OF THE NORTH, A1 10 years, 664 tons register, ALEXANDER MATHEW, Commander; West India Docks. This magnificent vessel, being one of the fastest afloat, and having the greater portion of her cargo engaged, presents the most favourable opportunity to shippers of fine goods.

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DIRECT for COLOMBO, the splendid new high-classed clipper-built Ship OCEAN BEAUTY, A1 16 years, 596 tons register, ROBERT WATSON, Commander, late of the "Royal Bride;" West India Docks. This magnificent vessel, built expressly for the Colombo trade, and newly coppered, presents a splendid opportunity to shippers desirous of despatch. Has good accommodation for passengers.

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N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

To follow the "Isabella Hercus." Having the greater portion of her cargo engaged, will meet with quick despatch.

DIRECT for BOMBAY, the fine fast-sailing clipper ship KINGDOM O'FIFE, A1 10 years, 494 tons register: W. ROGERS, Commander; East India Docks. This magnificent vessel, built in 1864, is noted for her fast-sailing qualities, and the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Kingdom o' Fife." Having the greater portion of her cargo engaged, will meet with quick despatch.

DIRECT for BOMBAY, the fine fast-sailing Clipper Ship HERO, A1 10 years; 666 tons register; J. PRICE, Commander; East India Docks. This magnificent vessel is noted for her fast-sailing qualities and the good order in which she invariably delivers her cargoes.

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With quick despatch.

FOR HONG KONG, the fast-sailing Clipper DRYDENS, A1 10 years, 424 tons register; W. H. S. MACMILLAN Commander; lying in the East India Docks. This fine fast-sailing Clipper has just arrived from Yloilo in ninety-nine days, and offers a favourable opportunity to Shippers of fine goods requiring despatch.

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To follow the "Ariel."

FOR SHANGHAI, the celebrated Clipper Ship TITANIA, A1 16 years, 879 tons register; R. DEAS, Commander. East India Docks.

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Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 21, 1868.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 292.] LONDON, MONDAY, OCT. 5, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	Homeward. Received this day.
JAPAN — Osaka and Hiogo			
Yedo	—	—	Aug. 7
Yokohama	June 5	July 23	Aug. 9
Nagasaki	—	—	Aug. 6
Hakodadi			
CHINA — Peking	—	—	Aug. 6
Tien-tsin	—	—	Aug. 8
Chefoo	—	—	Aug. 9
New-chwang	—	—	
Hankow	—	—	Aug. 12
Kiu-kiang	—	—	Aug. 13
Chin-kiang			
Shanghai	June 13	Aug. 9	Aug. 15
Ningpo	—	—	Aug. 13
Foochow	—	—	Aug. 8
Formosa—Tamsuy			
Amoy	—	—	Aug. 16
Swatow			
Hong Kong	July 3	Aug. 12	Aug. 21
Canton	—	—	Aug. 20
Macao	—	—	Aug. 20
PHILIPPINES—			
Manila	—	—	Aug. 15
COCHIN-CHINA—			
Saigon	—	—	
SIAM — Bangkok	—	—	
BORNEO—Labuan	—	—	Aug. 20
Sarawak	—	—	
JAVA — Batavia	—	—	Aug. 23
MALACCA STRAITS—			
Singapore	July 18	Aug. 18	Aug. 29
Penang	—	—	Aug. 24

THE MAILS, &c.

The present homeward mail reached London on Saturday evening, the 3rd inst., somewhat in advance of its due date. The French mail, bringing Hong Kong dates to August 25, has not yet reached Marseilles, and is not likely to be delivered until Wednesday or Thursday.

The latest telegrams *via* Galle are those in advance of the P. and O. mail leaving Hong Kong on the 4th September, which will be found in another column. *Via* Kiachta, Shanghai telegrams to Sept. 8 were received on Sept. 26.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Pera, arrived Oct. 1.—From Shanghai: Mr. Latham, Mrs. Weymouth. From Hong Kong: Mr. S. W. Stiles, Mr. H. Piper. From Galle: Mr. Wall and servant.

To Southampton, per P. and O. steamer Ripon, expected to arrive Oct. 9.—From Hong Kong: Mr. Gordon, Mr. Acton, Captain Vincent, and one second class passenger. From Singapore: Mr. Mackenzie, Mr. Saunders, Mrs. Skinner and two children, Mr. Charlton. From Galle: Mr. and Mrs. Blissett, Miss Blissett and child, Mr. Martin, and one second-class passenger.

By last Bombay mail to Marseilles, per P. and O. steamer Poonah, arrived Sept. 24.—From Hong Kong: Mr. R. W. Dickson. From Singapore: Mr. Wm. Manford.

To Southampton, per P. and O. steamer Syria, arrived Oct. 2.—From Ceylon: Mr. W. E. Lees.

PASSENGERS OUTWARD.

Per P. and O. steamer Nyanza, from Southampton, Sept. 26.—To Yokohama (*via* Bombay): Mr. Macpherson. To Singapore (*via* Bombay): Lieut.-Col. Macpherson.

Per P. and O. steamer Poonah, from Marseilles, Oct. 4.—To Singapore (*via* Bombay): Mr. C. G. McClelland.

Per P. and O. steamer Bangalore, from Southampton, October 3.—To Shanghai: Mr. A. H. Dawbarn. To Hong Kong: Mr. G. Cass, Mrs. Hogg and child. To Ceylon: Mrs. Duncan, Mrs. Robertson and child.

Per P. and O. steamer Pera, from Marseilles, October 11.—To Hong Kong: Mr. and Mrs. Robert Brand, Mr. Wardlaw. To Singapore: Mr. T. G. Knox. To Ceylon: Mr. Mercer, Mr. and Mrs. J. D. Harrison and child, Lady Heath.

Per P. and O. steamer Delta, from Marseilles, Oct. 18.—To Shanghai (*via* Bombay): Mr. Coutts.

Per P. and O. steamer Syria, from Southampton, Oct. 17.—To Shanghai: Rev. W. A. and Mrs. Russell, Mrs. Pickwood and two daughters. To Hong Kong: Miss Campbell. To Ceylon: Mr. Wm. White, Mr. Creasy.

Per P. and O. steamer Massilia, from Marseilles, Oct. 25.—To Shanghai: Mr. Higson, Mr. W. Watson. To Singapore: Mr. J. H. Davidson. To Ceylon: Mr. G. Nicholls.

Per P. and O. steamer Ceylon, from Southampton, Oct 31.—To Hong Kong: Mr. W. Gregory. To Singapore: Lady Keppel and two children. To Ceylon: Lady Ouseley and three children.

Per P. and O. steamer Bangalore, from Marseilles, Nov. 8.—To Hong Kong: Mrs. Partridge, Mr. Nomuran, Mr. Yamaon. To Penang: Mr. and Mrs. J. S. Young. To Ceylon: Mr. and Mrs. J. Maitland and child.

Per P. and O. steamer from Suez, November 8.—To Singapore (*via* Bombay): Mr. Aitken.

Summary of News from the Far East.

JAPAN.

LATEST ADVICES VIA SAN FRANCISCO.

By the Pacific Mail steamer *Great Republic*, which arrived at San Francisco on the 19th ult., advices were received from Yokohama to the 29th August, or twenty days later than those brought by the P. and O. mail delivered to-day. She brought 915 passengers, 875 of whom were Chinese, and 1,200 tons of merchandise. The following is a summary of her news as published in the American papers, but its correctness is not reliable :—

The uncle of the present Mikado has been appointed Mikado by the Northern Princes.

A great panic has broken out among the Southern Princes. The Mikado has been requested to resign, and will probably comply with the request.

Sendai has captured and burned the strong fortress of Sirakawa. Tosa has left the Southern coalition.

The Prince of Mito, the father of the ex-Shiogoon, is dead, and the younger son, now in Paris, succeeds to the title.

The ex-Shiogoon had gone into the territory of Prince Aidsin.

The publication of all newspapers had been prohibited in Yedo.

Yokohama is again guarded by foreigners, and an attack is daily expected.

Don Jose Garcia de Queredo, the Envoy Extraordinary from Spain, has arrived here to ratify the treaty of that country with Japan.

H. Grinnell, late Acting Lieutenant United States Navy, has been appointed overseer of the Japanese Navy under the Southern Government.

The Consuls of the Treaty Powers have been officially notified that the transportation of rice from Hiogo to the open ports is prohibited, as contrary to the stipulations of the treaties of 1866.

The new Mikado had entered upon the duties of his office and issued his proclamation. He is the uncle of the present Mikado, and resides in Hugerostu, near Shonai, in Senda.

Numerous engagements had taken place between the Northern and Southern troops, in which the Northerners were completely victorious. The Kangmus were reinforcing Yedo to the utmost, and it was believed that that city would be the main theatre of strife.

Outrages on foreigners were of almost daily occurrence. Great trouble and ill feeling followed the attempt to force new paper money on the Japanese. Many merchants refused to take it. Intelligence was received from Kobe to the effect that a resident merchant had been decapitated for refusing it.

Another imperial decree against the Christians had been issued and circulated throughout the empire.

The labour market at Yokohama and other ports opened with a demand largely above the supply. Efforts were being made by the local press and the authorities to check the immigration.

The steamer *Japan* had arrived at Yokohama from San Francisco, making the passage in twenty-two days. Minister J. Ross Browne and party were on board, all well. They left for Shanghai, August 28.

The *Great Republic* grounded in Yokohama harbour, which detained her three days.

The flags at several of the legations, consulates and men-of-war in the harbour were at half-mast, and the flagship *Piscataqua* fired minute guns in memory of ex-President Buchanan, Aug. 27.

The tidal wave occurred in the harbour of Yokohama, Aug. 15, the day after the earthquake in South America.

MARKETS AND MARINE NEWS.

YOKOHAMA, AUGUST 29.—There is no demand for American Drills. Grey Shirtings, dols. 2.70 to dols. 2.85. Silk: The total exports during the season amounted to 9,850 piculs, the value of

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which was dols. 7,300,000. The new crop is reported good. The demand for fine silk is active. Quotations are unchanged. A large business has been done in silkworm eggs. The following are the prices:—Best, dols. 2.75 to dols. 4 per card; medium, dols. 1.75 to dols 2.25; common, 50c. to dols. 1.25.

The tea market is active. Last month's settlements amounted to 900 piculs. Fine, dols. 34 per picul; good medium, dols. 30 to dols. 33; medium, dols. 27 to dols. 30; good common, dols. 22 to dols. 26.

Freights, dols. 19 to dols. 20 per ton to New York and Europe.

The ship Lanercost is loading tea for New York.

Exchange on London, six months, 4s. 7d.; on New York, 11 per cent. discount.

The ship King Phillip, from Cardiff, and the steamer Japan, from San Francisco, arrived at Yokohama on the 26th of August. All well.

The ship Valley Forge sailed for San Francisco on the 23rd of August.

YOKOHAMA.

As noticed above, the Japan news by to-day's mail is of earlier date than that received by the Pacific route; but it is, as usual, more reliable and more complete in its details. Advices from Yokohama are to the 9th August; no later European mails had arrived out, but the San Francisco steamer had brought telegraphic advices from London to the 2nd July. The following summary of news is from the *Japan Times*:—

We are still without any political news of importance, but the quiet which still reigns at Yedo and in the South is favourable to the new government, which every day's undisturbed possession of the open ports serves to strengthen in *prestige*. Nee-e-gata is still held for Aidzu, but we hear of a naval force being on the point of starting to assist the Mikado's troops in that neighbourhood to take possession of the place. We are hourly expecting more positive news. Neither from Osaka nor Nagasaki have we anything of importance to record.

The Mikado's Government here is endeavouring to organise its various departments, but it labours under immense difficulties, the chief of which is naturally the want of servants who possess the requisite knowledge of foreigners, of our languages, our habits, and our wants. It is compelled to employ either the servants of the late Government or men entirely new to the work, and peculation, error, and discomfort are the natural results of their necessity. In a somewhat elaborate essay upon the subject we have endeavoured to set forth the complaints justly made by foreign merchants, and recommend, as the speediest and best means of cure, the adoption of the system of foreign supervision of customs which has been so successful in China. As readers of this journal will recollect, this scheme of reform has been repeatedly advocated by us, and we have great satisfaction now in the belief that it will presently be at least taken into serious consideration in other quarters.

The most important commercial event of the fortnight, a reform really of great moment to foreign merchants, is announced in the following official notification, promulgated by the native Government on the 27th ultimo:—"Arrangements having been made for the exchange of boos against dollars at the rate of two hundred and ninety-three (293) per hundred, exchange will be given to all foreigners on the morning of the ninth day inclusive from the day on which dollars are deposited at the Saibansho. This arrangement will come into operation on the 27th instant, July, 1868."

This announcement was received by many with incredulity and distrust, but the manager of the Oriental Bank, having satisfied himself that the native Government was acting in good faith, came to its assistance, and advertised that the bank was ready, under certain necessary conditions, to discount the Mint's engagements. Boos have fallen, in consequence, to a point nearly approaching the Government rate of exchange, and there is no doubt that the great good to the native Treasury will shortly result of confidence in its promises to pay; to foreign trade, that the disturbing element hitherto present in our calculations of prices will be soon eliminated by the establishment of native coin as the only currency; and the relegation of the Mexican dollar to its proper and natural position here—that of bullion.

Since we last wrote, the Chamber of Commerce has issued its report for the half-year ending June 30th. An allusion will be remarked therein to a fraud discovered in Italy, according to our latest advices, in the silk-worm egg trade. Certain blank cards appear to have been shipped hence by some dishonest persons, marked and stamped with the usual Japanese characters and Custom-house certificates, to be covered with Italian seed and sold as produce of Japan. Such an abominable fraud, if successful, would of course imperil the whole of this increasingly valuable trade, and considerable sensation has been created here by the news of the attempt. The Chamber of Commerce has promptly taken up the matter, appointing a special committee to co-operate with his Excellency, the Italian Minister, in endeavouring to discover the authors of the fraud, and we have little doubt of their success. The eagerness with which the native silkmen have applied for copies of a circular just issued by the Chamber, also alluded to in our review—in which are set forth the faults found with Japan silk by European throwsters, encourages us to anticipate that they, too, will gladly help to bring to justice the perpetrators of this silk-egg fraud.

Major-General Brunker and staff arrived from Hong Kong by the *Colorado*, and during the fortnight the 10th Regiment has been undergoing its annual inspection. The regiment was reviewed on the vacant land between the native and foreign concession on the 31st ult., and deservedly complimented by the general on its efficiency in drill. For the first time in Yokohama the wonderful power of the Snider rifle was exhibited, and the Japanese seemed particularly struck with the spectacle. The *Belliqueuse*, a fine French corvette, demi-plated, and armed with a projecting stem, has arrived with Admiral Penhoat on board. She is making a tour round the world, hailing last from Callao, and will return to France *via* the Cape of Good Hope.

We must mention a circumstance illustrative of what we have written above respecting the difficulties under which the new Government labours in its intercourse with foreigners, although the joke is against ourselves. Just before last mail, four out of six of our Japanese pressmen bolted, and put us to great inconvenience. The two who remained were rewarded and were anxious to continue their service; but a few days afterwards one of these disappeared for a day, and on inquiry being made, it appeared that the four deserters had set upon and beaten him severely. The wounded man was accordingly sent to the native police-office with a despatch, couched—as we knew that the new Government was deficient in interpreters—in the simplest possible language, such as one would use in writing to a child of eight years old, and in words of two syllables. In this protection was requested for the faithful servant, and a suggestion was made that a few days' imprisonment would do no great harm to his assailants. No reply having reached us, personal application was made for an answer, when we were gravely informed that our request had been complied with, the man who presented our letter had been locked up and properly punished, and "what did we want done with him now?" As no provision appears to be made in the Japanese code for remedy against false imprisonment, we have had to compensate the man ourselves, so that, on the whole, we took very little by our motion, and the "outraged majesty of the law" remains unvindicated.

The *Japan Gazette* says:—

Translations from native newspapers (of which nearly half a score have sprung up in Yedo within the past few months) show the motives of Choshiu's withdrawal—the rejection of his "three points" by the Mikado. One of these shows the hopes that still smoulder in the breasts of the Southern clans—that a time will yet come when foreigners shall be expelled. The "remonstrance" of Choshiu's Rifle Brigade does not urge that this shall be attempted now, but objects to the admission of foreigners to the sacred presence of the Mikado, on the ground that, if admitted, when the time comes for their repulsion no one will employ his energies for this purpose. This shows us the danger we are in if we reduce our forces in these islands.

We are led to believe that the bellicose Daimio, Tosa, has withdrawn, or is about to do so, from the confederation. With regard to this powerful chief, it is remarkable that almost every attack or threatened attack on foreigners since the middle of last year, save the outrage by Bizen's clansmen at Kobe and the assault on Sir Harry Parkes and suite at Kioto, have been by his retainers.

Under these circumstances it would be no very hazardous prediction that the opposite party, being united, and enrolling in its numbers most of the great Daimios of the North, would speedily recover the government for the Tokugawa family. There is, however, a very powerful reason for their hesitation. They say that if they put down the Satsuma party by force, unless they utterly crush them the latter will commit assaults on foreigners, and make every effort to embroil the Government.

NAGASAKI.

The following summary of Nagasaki news is from the *Nagasaki Times*:—

On the 22nd July at about 2 o'clock A.M. a fire broke out in the native city, but fortunately little damage was done, owing to the light wind at the time. We learn that the fire originated in a shop where toilet articles were sold, situated in Shta matz. The surrounding houses, being built of wood, quickly became a prey to the flames, and the fire rapidly spread in all directions, and had it not been for the numerous fire-proof godowns a large area must inevitably have been consumed. The fire was checked to leeward only by the high walls of the temple Saka no Tenman goo and the building known as Goto. The native pumps were of no more use in extinguishing the flames than so many syringes. The scene while the conflagration was going on was novel and exciting. The Japanese officers had donned for the occasion all kinds of absurd uniforms, and we were forcibly reminded, by the quaintness of the costumes and the glare of the bonfire, of our boyish games on Guy Fawkes' night. The inhabitants in the immediate vicinity were removing their "sticks and dry goods" with all possible speed, and with as much noise as they could shout. Mats seemed the most cherished objects; but this is not to be wondered at, if we take into consideration the absence of furniture in a Japanese house. No great amount of clothes appeared to be saved, possibly from the fact that a great many pairs of Japanese pants can be packed in a wardrobe. The view from the wall of the temple before-men-

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tioned was grand. The glare of the burning houses and trees was quite brilliant, and outshone the lanterns, which were being moved about in all directions. Towards daylight the fire had burnt itself out, and was only smouldering when we left the scene, at half-past four. We are informed that twenty-two houses in all were burnt.

The P.M.S.S. Co.'s steamer *Costa Rica* arrived from Shanghai on the 20th July, and reported having met with a typhoon soon after leaving that port, and to have had a rough passage across, occupying five days in the run. She attempted to tow across two large lighters belonging to the company, for the use of their steamers here and at Yokohama, but from stress of weather had to part with them, after remaining a whole night hove-to ready to pick them up.

The *Nangato* left on Wednesday, the 22nd, to endeavour to pick up the two lighters. We fear it will prove a wildgoose chase. She has been chartered by the agents of the P.M.S.S. Company at 140 dols. per day, with coals found.

CHINA.

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SHANGHAI.

Dates from this port are to the 15th August. The French mail of June 18th arrived on the 1st August, per *Dupleix*, and the English mail of June 19th on the 3rd August, with telegrams to 7th July. Later telegrams to 21st July had been received *via* Kiachta. The homeward P. and O. and Pacific steamers left on the same day.

The *North China Herald* gives the following items of news :—

Another shower of despatches has fallen upon the settlement, from the Chamber of Commerce, from the Inspector-General of Customs, and from the United States Consul-General. The former, evidently after mature consideration, have remonstrated strongly against the tone of Sir R. Alcock's last despatch about "Security Chops," and have requested that the correspondence be referred to the Foreign-office. The Inspector-General of Customs has invited the Chamber of Commerce to communicate direct with him, instead of through the Foreign Ministers and Consuls, on any difficulties or changes that may suggest themselves. We have no doubt the plan will be efficacious ; but the invitation is remarkable as another step towards that independent power which Mr. Hart is supposed to aim at. The U. S Consul General addresses his colleagues on the interesting question of jurisdiction over persons on board foreign ships in Chinese waters. The question is complicated by the exterritoriality rule.

The new Regulations for the Mixed Court have at length come into force—so far, at any rate, as the appointment of a special magistrate is concerned. Chun, who has long been well and favourably known in connection with that Court, took his seat as Tung-che for the first time on the 10th instant.

Our readers will not have forgotten the voyage of the *General Sherman* to Corea, and the reputed destruction of that vessel and all on board, by the outraged inhabitants. Information has been now received which will go far to remove this impression, as tending to show that two at least of the ill-fated crew still survive. A few evenings ago a letter written in Chinese was thrown into the compound of Messrs Ferguson and Co., and on its being opened appeared to be a letter from the Corea, saying that two Europeans—one of them Mr. Thomas and the other a pilot—were alive and well, and that they were very well treated. The letter was taken to the English Consul, and he, finding there was a Corean junk in harbour, ordered the master to be brought before him, when the latter confessed he had brought the letter from the Corea and thrown it into Messrs. Ferguson's compound. It is supposed that the letter was written with the cognisance of the gaoler, in order to reassure Mr. Thomas's friends ; but the letter, if it be genuine, deprecates interference as likely to ensure his death.

A quantity of land has been sold by auction. They were mostly cheap lots, the only remarkable feature being the rise in value of land in the Bubbling Well Road, which is being lined with villa residences.

The treaty Consuls have issued a notification, at the request of the Taoutai, warning their countrymen that they cannot forward the views of any persons who may think of gold-digging in Shantung ; but that, on the contrary, they will be ready to support the Chinese authorities by carrying out treaty provisions. As no one expected that the prospective gold diggers would receive official aid in penetrating Shantung, no one, probably, will be disappointed by the carefully worded notification to which we refer.

The S. S. N. and U. S. S. Co. have not been long left in undisturbed enjoyment of their monopoly on the Yang-tsze. Competition has been inaugurated by the *Hong-que*, running under Messrs. Olyphant and Co.'s auspices, and the two first-named companies have lowered their rate of freight to tls. 3, by way of encouragement.

A pathetic appeal has been lately addressed by the Taoutai to all robbers and burglars to amend their ways, and save their own heads and hearts of their families. The idea will arise on reading it that it would be desirable that a little of the severity which his Excellency speaks of should be introduced into the Mixed Courts.

We hear a good deal of discussion as to the merits of the new light at the entrance of the Yangtze. Some of the pilots, we learn, declare they can only see it at seven miles distance. Other authorities declare they have seen it twelve miles off, and consider it invaluable in thick foggy weather, as the red flash pierces better and is more remarkable than the old light. Steps are, we learn, to be at once taken to erect a lighthouse on Gutzlaff.

We learn that Sir Rutherford Alcock intends to remain at Peking till October next year.

M. Giquel's Foochow arsenal has been described rather sarcastically by a recent visitor, as simply a school of instruction of the most feeble character. A number of buildings and some machinery have been erected ; but no practical result has been yet attained, beyond the construction of a quarter section of a gunboat.

We continue to receive letters from Chefoo about the gold discovery near that port. Several parties are still in the interior "prospecting." The accounts we receive tend to confirm our impression that there is no profitable field there for diggers, though it is likely that quartz crushing would prove remunerative. One correspondent writes :—"I enclose you a small sample of gold, produced with very primitive tools in about an hour and a-half. There is no doubt that quartz gold is plentiful in the hills adjoining the creeks, as you find small specks of quartz in the smaller pieces. I saw a sample of black sand sent down yesterday, containing small particles of gold. The only drawback at present is that the Taoutai of Ninghai, in whose district the diggings are, makes an attempt to frighten Europeans away by threatening to apprehend them. But his threat amounts to nothing, as there are more than fifteen parties out prospecting at the present moment. Some of these I believe to be practical men, but a few good Cornish miners would be invaluable."

The following are from the *Supreme Court Gazette* :—

There has been a rush of people to the little island of Pootoo for a change of air during the hot weather. This place was four or five years ago spoken of as a desirable spot for a sanitarium for Shanghai, but no definite steps have been taken to provide accommodation. From all accounts it seems to be a delightful spot, and if some proper place of abiding were provided would be all that is required. At present, complaints are made that the temples, the only places of shelter, are very uncomfortable and mar the enjoyment of a trip. The island is entirely under the control of the Bhuddist priests, to whom it has been given up as a site for monasteries ; and there does not seem to be any reason to believe that they would oppose arrangements being made for the accommodation of visitors, as they are not insensible to the value of Mexican dollars.

Mr. J. M. Canny, a British merchant, has been appointed Vice-Consul for France, at Chinkiang.

The gold fields at Chefoo have continued to be the chief topic of interest at this place, and the various questions in connection with them have been fully discussed in the local prints. An ably written letter over the signature of "Spectator" appeared in the columns of the *N. C. Daily News*, setting forth the chief arguments against the opening of the gold fields, and pointing out that by treaty there is no right conceded to foreigners to work mines ; that the value of the gold fields is as yet highly doubtful, and finally that it is questionable whether the advent of a number of miners to China would tend to benefit mercantile interests. The preponderance of opinion seems, however, to be greatly in favour of the other side of the question. Upon the point of treaty right there is no doubt ; but it has yet to be discovered to what extent the yield of the fields would be ; and respecting the advantage that would accrue to mercantile men in China there cannot be any question. These views are in substance sustained by the above-named paper ; while the *Shanghai Recorder* holds that the difficulties anticipated by the Chinese are likely to exist only if they refuse to legalise the working ; and further suggests that the present opportunity might be availed of to induce them to consent to opening the coal mines near Nankin. It is stated that a former resident in Shanghai has already proceeded to San Francisco with the object of forming a company to work on the fields, and that an exaggerated account of the matter having come to the ears of the native officials has caused them considerable anxiety.

The monthly meeting of the Municipal Council took place on the 4th August, when the report of the Works Committee was passed. The recent bad weather has not, fortunately, done much damage, but has caused some inconvenience by delaying works, and also some increase in the cost of the repairs required. Among the works delayed are those going on at the Pootung Cemetery and the Public Garden. Respecting the railings which have been placed round the latter, the Council mention that they are very inferior to those which were ordered out from home, a circumstance which the public heard with some satisfaction, as the railings in question are of the ugliest description—mere sharpened spikes. The Works Committee have taken into their consideration the question of taking charge of the roads outside the settlement, and have embodied their views in a memorandum which will be transmitted to the Consular body, who they hope will be able to obtain the co-operation of the Chinese authorities in the matter. The Council have received a despatch from H.B.M.'s Consul embodying the terms on which the public garden is to be granted ; which are, that no buildings shall be constructed thereon, and that the Chinese Government agree to give up all claim to ground-rent. To these conditions the Council have demurred, as they consider they embody a dangerous principle, and tacitly admit the

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right of the Chinese to all reclaimed land, which admission the Council conceive to be dangerous, as it might involve the principle that the Chinese Government was entitled to the whole of the Bund frontage; so that an unscrupulous official might put it up to auction, and the purchasers erect a row of Chinese houses between the Bund and the river.

The *Shanghai News-letter* says:—"The Chitang Coal Mines, about sixty miles from Peking, are to be opened to foreigners, and a road is to be made to the mines from Tientsin. Four new ports on the Yangtsze river will be opened for freight and passenger traffic in the river steamers. No foreign residents will, however, be allowed."

The Shanghai Chamber of Commerce has replied as follows to the important despatch addressed to the various Chambers by Inspector-General Hart, which we published at length in our last issue:—

Shanghai, August 6th, 1868.

Sir,—I am instructed by the committee to acknowledge the receipt of your despatch, dated July 20, addressed to the chairman, and to thank you in the name of the Chamber for the invitation which it conveys to the members of the mercantile community of this port to bring their wants and opinions, through the intervention of this Chamber, to the knowledge of the chief authorities of the Chinese Customs.

Representing on the one hand the Chinese Government, and having on the other hand the advantage of acquaintance with foreign modes of thought and action, the Inspectorate appears to the Chamber a natural channel of communication upon matters within the administration of the department under its control, and the Chamber can readily conceive that cases may arise in which there will be advantage in a means of coming to an understanding, with reference to details, without making the business under consideration the subject of diplomatic negotiation.

The Chamber is fully sensible of the benefits to be derived from such a preliminary discussion of measures connected with details of the Customs' administration as shall tend to prevent misconception by making plain the object of new regulations, and by making those regulations themselves such as will work harmoniously and with the least interference with freedom of trade, while securing the integrity of the Imperial Customs.

As you have very justly pointed out in the despatch now under acknowledgment, the officers of the Customs, although fully recognising an identity of interests, may, from viewing the question of the collection of duty from a position differing from that occupied by the trading members of the communities, often unwittingly obstruct the development of a trade which would, if unfettered rapidly increase the revenue. To the collection of duties and the complete organisation of the service of the Customs this Chamber would give every assistance, being assured that each of its members would wish the service to be well performed, and contribute without hesitation every just due. It is well that this should be understood, and that it is not from the duties or a wish to evade them, that discussion with the Customs has arisen, but from the details or the machinery of collection being at times ill adapted for the purpose.

It is, therefore, with much satisfaction that the members of this Chamber have received an expression of your willingness to consult their wishes by direct correspondence, of which they will gladly avail themselves, as circumstances may require.—I am, Sir, your obedient servant,

Walter Pearson, Secretary.

HONG KONG.

From this port we have advices to the 21st August. On the 12th the English mail of July 3 arrived out. The local news is meagre in the extreme, the chief events of the fortnight being the half-yearly meeting of the Hong Kong and Shanghai Bank, and two serious fires.

The half-yearly general meeting of shareholders in the above corporation took place on the 13th August, at the office of the bank, Wardley-house; Mr. George J. Helland, chairman of the board of directors, occupying the chair. Some difficulty was experienced in getting together a quorum, but after waiting half an hour the requisite number, forty, was found to be present. Conspicuous among the absentees the name of Dr. Murray, who has always heretofore taken a prominent part in these meetings, was mentioned. The Chairman after remarking that it was astonishing that so few came to hear so fine a report, read the half-yearly report, which certainly justifies his description, as the accounts show a net profit for the half-year of close upon 400,000 dols. Out of this the directors recommend a dividend at the rate of 12 per cent. per annum, appropriating 125,000 dols. to the reserve fund (which will now be half a million) and carrying forward to new account 70,674 dols. A much larger dividend might safely have been distributed, but the prudence which dictated this decision will meet with universal commendation. The report was unanimously adopted amid great applause. The name of Mr. E. R. Belillos was added to the number of the board, and a cordial vote of thanks to the directors closed the proceedings.

Of the fires the *Daily Press* gives the following account:—

A fire broke out on Thursday evening, the 13th August, which at one time threatened to be as serious in its results as some of the worst conflagrations that have taken place in this colony; but, thanks to the very calm state of the weather, and the nature of the building where the fire originated, and those in the immediate vicinity, the flames were confined to a comparatively small area, where they, in fact, burnt out all there was to burn, and the fire was at an end. It is unfortunate that we are unable to say, "thanks to the fire brigade;" but so far as this very new institution is concerned, with the exception of its energetic chief, we were unable to see either the brigade or the evidences of that drill the Governor spoke of when alluding to the organisation of the brigade in the Legislative Council. As has usually been the case at fires in Hong Kong, confusion, disorder, and helplessness were the rule last night, and had it not been for the exertions of some of our citizens, who were on the ground long before a single engine made its appearance or a drop of water was obtained, combined with the fact, as already stated, that the fire stopped itself, there is no knowing where the flames would have taken their course, or where they would have ended; and more than likely our readers would have been without the usual morning issue, as the fire took place in rather uncomfortable proximity to our office.

The fire broke out about eleven P.M., in the building occupied by Messrs. Fawcett and Co., shipchandlers, corner of Wellington and Wyndham-streets. It is quite evident that before it made its appearance outside it had already made good headway inside the building, and was fairly kindled among some such inflammable articles as tar or pitch, for when discovered the whole of one corner of the building was in a blaze. The store had been closed at five o'clock, from which time until eleven of course no one had been inside; six undisturbed hours were consequently given for the development of the flames to the extent in which they first burst into sight. It was only a matter of a few minutes after the first appearance of the fire before the entire building occupied by Messrs. Fawcett and Co. was completely in flames, and once in the open air they rapidly sought more material for destruction. Spreading towards and in the old Oriental Hotel, time was scarcely given to a family occupying some rooms in the upper part of the building to escape with what clothes they had on before this building was also covered by the fire, which was now rapidly going westward through Wellington-street. The next building was Messrs. Dent and Co.'s stables, which being covered with a matshed, attracted the fire like a loadstone; but to this very fact is no doubt due the stoppage of further progress. The shed of course burnt like fire paper, and in a few moments fell inside, but there was then nothing left but the bare uninflammable stone walls of the stable, which immediately acted as a barrier to the further progress of the flames up Wellington-street, and so put an end to that part of the fire. Owing to the very calm state of the air, there was nothing to urge the fire up the hill, and consequently when it had burned up to the walls of the building occupied by Mr. Pearce, of Messrs. Fawcett and Co., as a private residence, it was again brought to a standstill from the want of material of a flammable nature to lead it further. Had there been any air stirring from the harbour the whole of Wyndham-street, including the *Daily Press* office, would no doubt the next morning have been in ruins, and it is difficult to say where it would have stopped. After the fire had been in progress nearly an hour one stream was obtained, with only the natural force of the water from the reservoir; but this was entirely useless, on account of there being but one length of hose, about twenty feet in length, and consequently not long enough to reach the needy buildings. The police engine was more successful in getting a stream on the buildings around and adjoining Dent's stables; but the water police have the credit of getting their machine first on the ground and first at work, although the same is kept at the harbour-master's, and had to be dragged up the hill with some difficulty. After the fire had well nigh burnt out, the P. and O. steam-engine was at work on Pedder's-wharf, with one stream on Wyndham-street, and Dent's engine had also been put in position, and was at work. Detachments of men from the *Pearl* and U. S. gunboat *Undilla* were on shore very shortly after the fire broke out, and were, as usual, most energetic in their efforts wherever they were called for. Some men from the garrison were also on the spot in good time, and rendered valuable service. Conspicuous among those who were early on the ground was a gentleman of the legal profession, and the partner of one of our leading American houses, through whose efforts alone a lot of Sikhs were put to work, and the lower part of Mr. Pearce's house saved. These fellows, in company with a large crowd of citizens, were idly looking on at the fire, until these gentlemen arrived and energetically took command, when everyone seemed to become impressed with the idea that something was to be done, and falling to work did good service under the barrister's direction. It is combined and systematised efforts of this kind that make a fire brigade and control a fire. The flames broke out again about four o'clock on Friday morning, but were soon got under by the police, who were on the ground during the whole night, and up to a late hour the next morning. The premises formerly occupied by Fawcett and Co. were completely destroyed. The upper part of the Oriental Hotel is more or less damaged both by fire and water, and the roof of Dent's stables, as already stated, was destroyed. The buildings opposite the hotel on the lower side of Wellington-street had a narrow escape, with only a slight scorching outside. The buildings and stock destroyed were, it is stated, fully insured.

The public hardly had time to cease thinking and talking of the fire of the 13th inst. before another conflagration of much the

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same order gave another proof of the helplessness and inefficiency of this colony for resisting or controlling the consuming element. The first alarm was given shortly after ten o'clock, and proceeded from a silkmercer's shop in Hillier-street, just out of Queen's-road, occupying the lower floor of the building, and shortly, before any assistance arrived on the ground, the whole building was in flames, and rapidly communicating to those on either hand and the opposite side of the street. Although there was little if any wind, the light air that was stirring assisted somewhat to give direction to the fire in its onward course towards the north-west. From the shop where it originated, the flames were soon making rapid progress towards Jervois-street, and by eleven o'clock both sides of Hillier-street were complete and helpless victims. The fire now took its way up Jervois-street, and for a time was entirely confined to the south side of the street, but the heat and flames soon began scorching at first, and finally igniting, the wood work of the buildings on the north side, and had it not been for the untiring and most valuable service of the steam-engine of the Hong Kong Fire Insurance, and the hand-engine of the 73rd Regiment, the fire would doubtless have gone right through to the waterside. More than once the flames burst out from these buildings both in front and rear, but as often did the steady and powerful stream from the steamer and the barrack engine fight it back. By twelve o'clock the main fire seemed to have marked out a course up the south side of Jervois-street, in which direction it was steadily advancing, and it was accordingly necessary to resort to that very popular "Hong Kong fire extinguisher," powder; one, two, three, and finally four houses in succession were blown up, thus making as it were a limit for the fire on the west at Cleverly-street. The flames now took a direction backward towards Queen's-road, and with the exception of a few houses fronting on Queen's-road, between Cleverly and Hillier-streets, the whole of that square bounded by the above streets, with Jervois-street on the north, was by three o'clock this morning a mass of charred ruins. The houses on the east side of Hillier-street were destroyed as far as Jervois-street, and eastward through Jervois-street the first three houses all burnt out, but the very praiseworthy and efficient services of Lieutenant Royse, of the *Pearl*, and a large body of his men promptly and effectually put a stop to the progress of the flames in this direction. A number of houses were blown down further on in Jervois-street, as at one time there were fears of the fire going eastward, but as already stated, the *Pearl's* men, under their gallant officer, put on a successful stopper.

BORNEO.

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LABUAN.

The Rev. W. B. Flower, who went out a short time ago as the new colonial chaplain for Labuan, died on the 26th July, after four days' illness, of congestion of the brain. His loss was very much felt, as he had become very popular in the community.

News had been received of the death of Rajah Sir James Brooke, and on the 20th July, as a mark of respect to the memory of the founder and first governor of the colony, the Government offices were closed, as also all places of business; the flags at the Government flagstaff, and of all the vessels in the harbour, were hoisted half-mast high; and at noon twenty-one minute guns were fired.

Governor Hennessy was to go over to Barram Point, eighty miles from Labuan, in H.M.S. *Rifleman*, to witness and take observations of the eclipse on the 18th July. The total eclipse would last there five minutes, and only one in Labuan. A tremendous cyclone had passed over Labuan on the 3rd July, which caused much damage—for instance, the newly-built fish-market and also the Government pier, extending over one hundred yards into the sea, were swept away and totally destroyed. No loss of life is reported. Quite a quantity of shipping had visited Labuan lately; among other vessels the steamers *Royalist* and *Vine*, H.M.S. *Adventure* and *Leven*, the *Katherine*, an American whaler, he *Samson*, and H.M.S. *Rifleman*, after a cruise of surveying.

SARAWAK.

Intelligence of the death of the Rajah, Sir James Brooke, reached Sarawak on the 25th July, and on the 1st instant Charles F. Brooke, Esq., the Tuan Mudah, was proclaimed successor. There was but little ceremony on the occasion. The Tuan Mudah made a speech in Malay, in the Court House, in which he said that he would follow the policy of the late Rajah, and uphold the religious liberties of his subjects, and he asked the chiefs there assembled whether they were satisfied with his accession. One of the Datus then answered for himself and colleagues that they were quite satisfied with him, and would support him to the best of their ability and power. The new Rajah was then proclaimed by the Malay crier, and the affair was over. A Dutch man-of-war had visited Sarawak on the 24th July for the first time for some years. She had afterwards proceeded on to Labuan, and when going down the river flew her flag half-mast high.

STRAITS SETTLEMENTS.

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SINGAPORE.

Advices from this port are to the 29th August. The Messageries Imperiales steamer *Tigre* and the P. and O. steamer *Orissa* arrived together, on the morning of the 18th August, with the home mails of the 17th July, and with telegrams to the 6th Aug. The *Straits Times* gives the following summary of news:—

So far as political affairs are concerned, the fortnight in Singapore may be marked with white chalk as a blank. His Excellency the Governor has been away up at Wah-wan viewing the eclipse, and there has of course been no meeting of the Legislative Council. There is somewhat serious news, however, from Penang. An extensive emigration of the Chinese sugar planters is taking place from Province Wellesley. Over two thousand have left for native territory. The local Government has made itself intensely unpopular, if we may believe the local press, with all classes of the inhabitants, Europeans and natives, and the emigration which, if not checked, will be a death blow to the prosperity of Penang, is in the main attributed by the local papers to the vexatious, meddling and uncourteous policy of the local Government in the treatment of the natives.

His Excellency the Governor returned from Wah-wan on the morning of the 26th August, having visited Tringanu and Pahang on the way. The King of Siam is said to have been munificent to his guests on the occasion of the eclipse. His Majesty is said to have built an observatory for the French Commission, in which they used a telescope fifteen feet long and forty-five inches wide.

Business still continues in a very depressed state, and the attention of the mercantile community has been chiefly occupied by creditors' meetings and discussions regarding the gunpowder case. Judgment was given in the case by the Chief Justice, Sir Benson Maxwell, on the 17th of August. By this judgment the owners, two in number, of the lost hulk *Princess Royal* are found virtually liable for all the powder that was stored on board. The decision took the consignees of the powder no less by surprise than it did the two owners, who are ruined thereby. A responsibility has been laid upon the latter's shoulders of which they had not the faintest conception, neither, confessedly, had the consignees nor owners.

The results of the judgment are somewhat peculiar, and deserve to be noticed. Only one firm prosecuted, and therefore only one firm have obtained judgment and execution. They therefore appropriate the whole estate of the two defendants, which, it is believed, will not satisfy the claim of this one firm. The defendants are dissatisfied with the judgment, but cannot appeal to the Privy Council without lodging in Court the amount of damages for which they have been cast. They are unable to do this, and not acknowledging the justice of the decision, they have refused to go into the Insolvent Court voluntarily, because they are advised this would bar appeal in any way. They prefer, therefore, to keep their rights intact by not doing anything whatever, but submitting under protest to legal spoliation. This conduct on their part precludes the other consignees, whose claims are of course equally good with that of the successful plaintiffs, from any chance of a dividend, which they would otherwise receive, supposing the defendants went voluntarily into the Insolvent Court. Whether this course of action on the part of the defendants is defensible is a matter of opinion in which people will differ according to the point of view it is judged from. It is unnecessary for us to say anything more on the subject in the meantime.

The P. and O. Company's steamers are keeping contract time, it must be confessed, with praiseworthy regularity. The new arrangement fixing the exact date of the departure of the homeward mails, which has been in force here under the new contract, has answered remarkably well, and it is hoped there will be no change made, as rumoured.

REUTER'S TELEGRAMS.

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(Received via Galle, Sept. 24.)

Hong Kong, Sept. 3.—Gray Shirtings, 6¼ catty, $2.95. Water Twist, 16-24, $130. Cotton, $17. Tea, at Canton, less active; at Foochow, declining. Total export, 88,500,000 lbs. Exchange on London, 4s. 6¼d.

Shanghai, August 29.—Gray Shirtings, 6½ catty, Taels 2.40. Cotton, 18½ taels. Tea, Congou, prices well maintained, and a large business done. Silk, 10 taels lower; total settlements in fortnight, 4,000 bales; export to date, 32,500 bales. Exchange on London, 6s. 2d. Freights, £3.

Commercial Report.

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CHINA AND JAPAN IMPORTS.

Yokohama.—Cotton Yarn: A small business only had been done, and prices were weaker. Grey Shirtings: The same report. The Yedo merchants were still afraid to return to their homes, and business was dull. T-Cloths: Nothing doing. Quotations nominal. Velvets: Out of season; a small demand for Black, of which stocks were small. Other Cotton Goods were not inquired for. Woollens: In no demand, and quotations mostly nominal. Common Pilot Cloths were saleable at 0.90 to 0.95. Blankets were in demand, but stocks were not to hand. Metals: Re-export of lead was going on on Japanese Government account. Otherwise dull. The current quotations were:—Cotton Yarn, Nos. 16 to 24, $48 to 50 per picul; Nos. 28 to 32, $51 to 52.50; Nos. 38 to 42, $50 to 51. Cotton Piece Goods: Grey Shirtings: 7 lbs., $2.30 to 2.35 per piece; 8.4 lbs., $2.80 to 2.85; 8.6 to 8.8 lbs., $2.85 to 2.9 White Shirtings,

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56 to 60 reed, $3.10 to 3.20; 64 to 66, $3.50 to 3.70; 68 to 72, $3.70 to 4.10; T-Cloths, 6 lbs., $1.90 to 2; 6.8 to 7 lbs., $2.10 to 2.30. Woollens and Worsteds: Camlets, S., $16 to 17 per piece; S.S., $15.50 to 16; S.S.S., $13 to 14; B.B., $16 to 17; B.B.B., $16 to 17; Cloth, Medium to Good Black, $1 to 2 per yard; inferior, $0.60 to 1. Metals: Iron Nail Rod, $3 to 3.50 per picul; Hoop, $4.25 to 4.50; Bars, $2.75 to 3.50; Pig, $1.30 to 1.50; Wire, $6.50 to 7; Lead, $7 to 7.75; Tin, $17 to 18.

Tientsin.—Native advices report an improvement in trade generally, and a good demand for Plain Cottons. Fancy Goods and Camlets were advancing in value and attracting rather more attention.

Shanghai.—Cottons: Demand for Plain Cottons continued for the Northern markets, and a large speculative business had been transacted. Grey Shirtings, 8¼ lbs.: Considerable sales had been effected at gradually hardening prices, commencing at Tls. 2.3.0, and the highest contract for the fortnight had been at Tls. 2.4.5. White Shirtings were in fair inquiry at improved prices. T-Cloths were scarcely in such good request, and former rates could not be readily obtained. Drills, both American and English, were wanted. Fancy Goods, generally, were commanding attention, and already there was a much firmer feeling shown by holders. Woollens: Spanish Stripes, Medium Cloth, and Habit Cloth were in moderate demand at firmer prices. Camlets were in better inquiry, at advancing quotations. Long Ells: Assorted colours in fair request; scarlet neglected. Lastings were somewhat firmer, and a few sales were reported. Metals: Nail Rod and Bar Iron were very dull of sale, and quotations showed a decline. Lead was in very limited inquiry, as also were Tin Plates, Pig Iron, and Steel. Coals: Supplies were plentiful, and rates generally had a downward tendency. Sales of English Coal had been made at Tls. 9.2.5 per ton from ships, and of Cardiffs at Tls. 11, in small lots, landed. Australia Coals were in slight request. Japans had been sold at Tls. 4.5.0 to 5.0.0 for inferior qualities. The arrivals had been: 3,031 tons from Great Britain, 728 tons from America, 4,116 tons from Australia, 1,850 tons from Japan, 2,100 tons from Formosa; in all, 11,825 tons, of which 4,070 tons were to order. The current quotations were as follows:—Grey Shirtings, 38½ yds., 39 in., 7 lbs., per piece, Tls. 2.0.8 to 2.1.2; 8¼ to 8½ lbs., Tls. 2.3.7 to 2.4.5; 9 to 9¾ lbs., 2.9.0 to 3.3.5; White Shirtings, 40 yds. 36 in. 52 reed, Tls. 1.8.5 to 1.9.5; 56 reed, Tls. 2.0.5 to 2.1.0; 60 reed, Tls. 2.2.0 to 2.2.5; 64 reed, Tls. 2.3.5 to 2.4.0; 66 to 72 reed, Tls. 2.4.5 to 2.8.0; American Drills, 40 yds. 30 in. 15 lbs., Tls. 4.4.0 to 4.5.0; American Jeans, 30 yds. 30 in. 10½ lbs., Tls. 3.6.0; American Sheetings, 40 yds. 40 in. 15 lbs., Tls. 4.3.0; English Drills, 40 yds. 30 in. 12 to 15 lbs., Tls. 4.2.0 to 4.3.5; T-Cloths, 6 to 7 lbs., 24 yds. 32 in., Tls. 1.7.0 to 2.2.0; 8 to 8.4 lbs., 24 yds. 36 in., Tls. 2.3.5 to 2.5.0; Woollens and Worsteds—Union Spanish Stripes, —; Spanish Stripes, Tls. 0.5.8 to 0.7.7 per yard; Medium, Broad, and Habit Cloths, Tls. 0.9.0 to 1.2.0; Camlets, English, S., 56 yds., 31 in., 12 lbs., Tls. 13.0.0 to 18.5.0 per piece; S.S., Tls. 12.0.0 to 13.2.5; S.S.S., Tls. 9.0. to 10.0; Long Ells, Scarlet, 24 yds. 31 in. 12 lbs., Tls. 6.6.0 to 6.8.0; Assorted, Tls. 7.0 to 7.3.0; Metals—Iron, Flat and Round, Tls. 2.4.0 to 2.4.5 per picul; Nail Rod, Tls. 2.3.0 to 2.4.5 per picul; Hoop, Tls. 2.2.0 to 2.4.0 per picul; Pig, Tls. 15.0 to 16.5.0 per ton; Lead, Tls. 6.1.0 to 6.2.5 per picul; Tin Plates, Tls. 4.2.5 to 4.8.5 per box; Steel, Tls. 3.9.0 to 4.1.0 per tub; Quicksilver, 48.0 to 49.0 per picul.

Hankow.—There had been a general demand at higher prices for most descriptions of manufactured goods, but business had been much restricted by the firmness of holders. Grey Shirtings showed an advance, 8¼ lbs. being quoted Tls. 2.3.2 to 2.3.6, 7 lbs. Tls. 2.0.5 to 2.1.0. White Shirtings: Low counts in rather better inquiry, 56 to 60 reed, Tls. 2.0.5 to 2.2.0. T-Cloths 6 lbs. and 7 lbs., in better request at Tls. 1.6.0 to 1.9.0 and Tls. 2.0.0 to 2.3.0; 8 lbs., 36 in., dull of sale. Drills in good demand: American, Tls. 4.4.0 to 4.5.0; English, Tls. 4.0.0 to 4.4.0. Fancy Cottons: Dyed goods in more general inquiry. White descriptions neglected. Woollens and Worsteds: Camlets, a fair business transacted at Tls. 12.5.0 to 13.3.5 for SS. Lastings: Sales very trivial. Long Ells: Assorted colours, Tls. 7.1.0 to 7.2.0 for HH, and asked for; scarlet, Tls. 6.9.0 dull of sale. Spanish Stripes and Medium Cloth had been sold at rather better prices. Figured Orleans: Tls. 3.2.0 to 3.9.0 transactions unimportant.

Hong Kong.—Messrs. Olyphant and Co.'s Circular contains the following remarks:—Cotton Yarn: The only transaction has been the purchase of 50 bales Nos. 16 and 24 by a foreign house. There is no enquiry from natives, but advices of some improvement at Chinchew have induced holders to raise their asking prices for Nos. 16 and 24, $2.50 per bale. Higher numbers are unchanged in value. Piece Goods: Consequent upon advices from the north, a good demand arose for Grey Shirtings and T-Cloths for shipment thither, but transactions were checked by the increased firmness of holders. Slight concessions on their part, owing partly to the arrival of an assorted cargo from London, and partly to the unwillingness of buyers to accede to their demands, led to moderate settlements, and the market has again become firmer, northern advices continuing favourable. Drills are still enquired for, and have advanced fully ten cents per piece. English are in small supply, and the market is quite bare of Dutch, while stocks of American have been increased by the arrival of the N. B. Palmer with 765 bales. Holders are very firm, and a large portion of the Palmer's cargo will probably be shipped to Shanghai by the importers. Woollens: Scarlet Long Ells are lower by nearly the advance last reported, while assorted have further improved, being in comparatively small supply. Spanish Stripes are entirely neglected, and the best qualities of assorted are, nominally, a trifle lower. Blankets have declined. Lastings and English Camlets are unchanged in value, but are not in request. Dutch Camlets are $1 dearer. Metals: Nail Rod and Bar Iron are only saleable on easier terms. Hoop is steady, though not in demand. Steel finds buyers to some extent at former rates. Common Lead has declined 30 cents per picul, but better qualities are held at figures about 10 cents under last mail's quotations. Malacca Tin is firm, but Straits does not command former values. Tin Plates are weak. Quicksilver tends upwards. Coal: The arrivals have been 1,796 tons Welsh (1,000 to consumers), 1,412 tons English (668 to consumers), 967 tons Sydney to consumers, and 1,530 tons Anthracite. Sales have been 700 tons Welsh at $12.50, and 680 do. at $12.25. 734 tons English have gone on to Yokohama failing to find market at this. Sydney is being offered "to arrive" at low figures, without finding buyers. Anthracite is not wanted.

CHINA AND JAPAN EXPORTS.

TEA.

Yokohama.—A large business had been done, and settlements, including all grades, amounted to fully 3,000 piculs; these settlements had been made at last quotations, but large arrivals being expected, and dealers showing more willingness to sell, prices were a little easier at the close for the lower grades. During the first part of the fortnight supplies came in freely, but later scarcely any arrivals were reported; stocks were increased, the bulk being of common sorts. The Alexandra, reported as loading, had been taken off the berth; the Italy sailed on the 6th August with 260,474 lbs. Quotations were:—Common, $22 to 23 per picul; Good Common, $24 to 25; Medium, $25 to 26; Good Medium, $27 to 29; Fine, $30 to 35; Finest and Choice, nominal.

Shanghai.—Black: Natives had shown much desire to realise, and had been met by buyers at prices showing a decline of from one to two taels per picul on most descriptions. Supplies had been liberal, and notwithstanding the large purchases the stock on offer was important. The range of prices were quite over that of last year, more especially on common sorts of Tea, and such parcels as were worth Tls. 20 were to be purchased in August last at Tls. 17. The market closed very quiet, consequent on the unfavourable nature of telegraphic advices from London, and the very large export from every port in China. Settlements for the fortnight, 24,700 chests; re-shipments on owners' account, 13,600 chests; stock, 92 chops, or 36,500 packages. Quotations, duty paid, exchange for credits, at 6s. 3¼d. per tael, and freight at £4 per ton:—Hohow, common to fair, 1s. 2d. to 1s. 8d.; Oonam, common to good, 1s. 2¾d. to 1s. 8d.; Ningchow, common to fine, 1s. 4d. to 1s. 9¼d.; Oopack, common to good, 1s. 3½d. to 1s. 8d. per lb. Green: Some business had been transacted in Pingsuey kinds at prices showing a small reduction. A chop of Taiping Tea had been purchased at Tls. 34 per picul, and one chop of Fychow at Tls. 35½. A few chops of the new Teenkai Teas had arrived, for which very high prices were demanded. Quotations were:—Pingsuey, Tls. 31¼ to 40¾; Fychow, Tls. 35½; Shanghai packed, Tls. 35¼ to 38; Taiping, Tls. 34. Settlements for the fortnight, 7,300 half-chests; re-shipments on owners' account, 1,550 half-chests; stock, 26 chops, or 18,344 half-chests. Quotations, exchange, &c., as above, were as follows:—Gunpowder, 1s. 6d. to 3s. 10d.; Imperial, 1s. 3d. to 2s. 8d.; Young Hyson, 1s. 2d. to 2s. 10d.; Twankay, 10d. to 1s. 3d. per lb.

Hankow.—During the fortnight the amount of business transacted had not been large, and owing to the reports of a profitable out-turn of a few chops realised on the Shanghai market, natives had shipped their produce in large quantities to that place for sale. Prices of the Teas purchased showed little change. Quotations were: Oopacks, fair to medium, Tls. 17.5 to 21.5, equal to 1s. 4¼d. to 1s. 7d. per lb.; Oonams, fair, Tls. 15.2.5 to 19.5, equal to 1s. 3d. to 1s. 5¾d. per lb. Exports of Tea from 1st January, to 7th August, 1868, 33,680,325 lbs.; 1st June to 7th August, 1868, 33,385,810 lbs.

Kiukiang.—Settlements of Blacks had been on a very limited scale. Teas were coming forward very slowly, and unless prices show some improvement it was highly probable that considerable quantities of leaf would remain up-country unmade. No new Greens were to hand, but first parcels were confidently looked for in a week from date. Teamen stated that laying down cost would be lower than was anticipated, owing to a fall in the price of leaf.

Foochow.—Owing to the non-arrival of the mail steamer at Hong Kong, dates from this port are only up to the 8th August. Settlements of tea up to that date amounted to about 24,800 chests Congou, 2,300 chests Souchong, 8,100 boxes Scented Tea, and 20,000 half-chests Ooloong, the feature of the interval being the settlement of the latter, through an English house, by a buyer for America. Of these purchases but about 3,500 half-chests were publicly reported, and prices of the remainder had not transpired. The 3,500 packages were taken at Tls. 24.8 to 25.8 obtained for good cargo, Tls. 27.8 obtained for superior, and Tls. 29.3 for fine, or, quality considered, an advance of Tls. 2 on last season's opening prices. The Teas (3,500) were desirable first crop goods, though some of them were not regular true Oolongs, but from another district. Some two hundred tons had been sent to Hong Kong for shipment to New York by steamer via San Francisco. Stock amounted to about 72,000 half-chests. Holders of Congous were anxious to realise without delay, and prices of all grades were lower, many parcels being obtainable at really cheap rates. Third crop Teas were coming in, but had not arrived in sufficient quantity to warrant any opinion as to general quality. The musters of those to hand represented fairly well made Teas, strong in the cup. Stock was estimated at 42,000 chests.

Amoy.—Little had been done in Congou, and prices had declined about half-a-dollar to a dollar per picul. Third crop teas were arriving freely, and were about on a par with those of last season in quality. A string of about 4,000 half-chests of Oolongs, averaging good cargo, had been settled at $32 to $34 short, many of the chops being very dusty, though within the 25 per cent. limit. This same string last season only realised $23.75, and, taking the greater freedom from dust into account, prices show an advance of fully $4 to $5 on those of last year. Fine and finest Ningyongs are held for exorbitant figures.

Canton.—The market for Country Congous was opened on the 17th August, by the purchase of three chops at Tls. 27, and one at Tls. 30.5; the former being Tls. 2 to 3 over last season's opening prices, while the latter purchase was comparatively cheap. Other chops were being offered for, and further settlements would probably be made. In other descriptions little had been done, the heavy export rendering buyers indisposed to purchase any but the most desirable parcels, and then only at a reduction of Tls. 2 to 3. The fourth crop was expected to arrive daily, and teamen reported it to be of good quality.

SILK.

Yokohama.—A fair amount of business had been transacted during the fortnight at rates firm at last quotations, excepting an occasional weakness in medium and inferior parcels. Settlements were estimated at 550 bales, and as the supplies had not exceeded this figure, and had been

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generally taken on arrival, the stock left was nominal. Silk-worms' Eggs: Had come down very freely, although there had been some reduction on the previous heavy figures. Total supplies were about 1,120,000, and total settlements were estimated at 800,000 cards. Best Oshu and Sinshu, though not so scarce, commanded the extreme rates before quoted; and although some weakness might have been noted in good and best ordinary sorts during the early part of the fortnight, at the close they obtained slightly higher rates than those of last mail. Very best (green) may be quoted at $4 to $5; good and best ordinary (green) at $2¼ to $3¾; of white few had appeared. Quotations for Silk were nominal except for the following:—Mybash, Sinchu, &c., Nos. 1, 2, and 3, 35s. 2d to 38s. 1d.; Nos. 2, 3, and 4, 31s. 5d. to 33s. 6d.; Medium Coshu, 30s. 2d to 31s. 10d.; laid down in London at exchange, 4s. 10⅜d.

Shanghai.—Mr. Holdsworth's Circular, dated 18th August, is as follows:—The latest advices received from England since the date of my last Silk Circular of the 30th July are by letters to the 19th June, and by telegrams *via* Kiachta to the 21st July. During the past fortnight only a moderate business has been transacted in this market, and settlements are estimated at about 2,500 bales, making total to date from 1st June 21,500 bales, against 11,700 bales to same date last year! Of the above transactions fully 500 bales are going forward on native account. Prices paid early in the fortnight showed a slight advance over last mail's quotations; subsequently, however, consequent upon the enhanced rate of exchange, coupled with the large unsold stock, which was daily being added to, rates declined for all market and ordinary Silk, but for true Chops Tsatlees an advance of Tls. 15 per picul was established. "Donkey" and "Yarkee" Silks having been sold at Tls. 570 to 572½, and last mail they were settled at Tls. 555 per picul. The arrivals from the interior having come forward freely, the unsold stock has increased to fully 7,500 bales, the greater proportion consisting of lower grades. From Ningpo 320 bales, and from Hankow 140 have been received, and 464 bales were brought over from Japan by the last mail steamer. As the mail closes, Chinamen are anxious to realise their stocks, and are willing to accept a further decline in prices for their Silks. The current quotations (all charges paid to England at exchange 6s. 4d. per tael) were as follows:—Tsatlee, Chop No. 1, none; ditto 2, 32s. 6d. to 33s. 4d. per lb.; ditto 3, 30s. 11d. to 32s. 3d.; ditto 3½, 28s. 9d. to 30s. 7d.; ordinary 3¼ and Best Chop 4, 26s. 7d. to 28s. 5d.; Red Peacock and ordinary 4, 24s. 5d. to 26s. 7d.; ditto 5 and common, 20s. 2d. to 23s. 4d.; Karshing Taysaam, Chop No. 1, 26s. to 27s. 1d.; ditto 2, 23s. 11d. to 25s. 6d.; ditto 3, 21s. 9d. to 23s. 1d.; ditto 4, 5, and common, 18s. 6d. to 20s. 8d.; Chin Cum Taysaam, No. 1, 22s. 3d. to 22s. 10d.; ditto 2, 21s. 3d. to 21s. 9d.; ditto 3, 20s. 2d. to 20s. 8d.; ditto 4 and common, 18s. to 19s. 7d.; Yuenfa and Hainings, No. 1, 27s. 8d. to 28s. 9d.; ditto 2, 25s. 9d. to 26s. 10d.; ditto 3, 22s. 10d. to 24s. 5d.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 9¾d.	4s. 10¼d.	4s. 10¼d.
Shanghai ,, ,, ...	6s. 3d.	6s. 3¼d.	6s. 3¼d.
Canton ,, ,,	4s. 6d.	4s. 7¼d.	4s. 7¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 4¾d.	4s. 5d.	4s. 5¼d.
Manila ,, ,, ...	4s. 3d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	311 to 312	229
,, Hong Kong	27½ dis.	—
Bar silver	111·2 0	9 prem.
Mexican dollars	75·5·0	½ to 1 prem.

Bons, at Yokohama, 287½ per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 4; Old, 21 per cent. premium
China Gas Company, par.
Hong Kong and Whampoa Dock, New, 1; Old, 1 per cent. discount.
Union Dock Company, 17 per cent. discount.
China Traders' Insurance, 225 dols. premium.
Hotel shares, 40 per cent. discount.
Hong Kong and Macao Steamboat Company, 2 to 3 per cent. discount.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Baker—On the 15th Sept., at Bowdon, Cheshire, the wife of R. W. Baker, Esq., Alexandria, prematurely, of a daughter.

Bradfield—On the 27th Aug., at Shanghai, Mrs. John Bradfield, of a son, stillborn.

Dick—On the 13th Aug., at Shanghai, Mrs. Dick, of a son.

Forbes—On the 1st Aug., at Tientsin, the wife of Wm. Forbes, Esq., of a son.

Hancock—On the 19th Aug., at Hong Kong, the wife of Alfred Hancock, Esq., of a son.

Harris—On the 14th Aug., at Shanghai, Mrs. Harris, of a daughter.

Hill—On the 20th Aug., at Batavia, the wife of Wm. Lorrain Hill, Esq., of a son.

Kresser—On the 8th Aug., at Hong Kong, the wife of Victor Kresser, Esq., of a daughter.

McDouall—On the 26th June last, at Shanghai, China, the wife of John McDouall, of a daughter.

Riddell—On the 28th July, at 5, Upper Mosque-terrace, Hong Kong, the wife of Walter Scott Riddell, Esq., of the Hong Kong and Shanghai Banking Corporation, of a daughter.

DEATHS.

Angier—On the 14th Sept., Samuel Haynes Angier, Esq., of 4, Highbury-place, Islington, and of 72, Cornhill, London, aged 48. Friends will kindly accept this intimation.

Bielfeld—On the 2nd Aug., at Shanghai, Anna, daughter of Alexander Bielfeld, Esq., aged one year five months.

Jardine—On the 12th Aug., at Hong Kong, Mr. John Jardine.

Robinson—On the 18th Aug., at Singapore, Percy, infant son of Philip and Eliza Robinson, aged eleven months and ten days.

Shannon—On the 7th Aug., at Hong Kong, James R. Shannon, Esq., aged 37 years.

Shepherd—On the 15th Sept., Josiah Samuel Shepherd, in his 23rd year, only son of J. G. Shepherd, of 99, De Beauvoir-road, Kingsland, late of the City-road.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Aug. 2, Queen of the Age.

At Shanghai.—From London, Aug. 2, Juanpore, Medina; from Cardiff, July 31, Top Gallant; from Sunderland, Aug. 2, Sooloo; 4, Evelyn Wood (From Sunderland, Stanley Castle; from Cardiff, Arlington, Ilmaire; from Newcastle, Queensland, reported by telegram.)

At Hong Kong and Canton.—From London, Aug. 15, Chetah; from Liverpool, 7, Bella; 18, Veronica; from Swansea, 8, Champion; from Sunderland, 12, Luzon; from Shields, 9, Havilah; from Glasgow, 11, Shang-tung, str.; 12, Peru; from Cardiff, 17, Onrust; from Hamburg, 10, Condor; 11, Norma; 20, Ellen Rickmers; from New York, 15, N. B. Palmer. Game Cock.

At Manila.—From Glasgow, Aug. 7, Juliana.

At Singapore.—From Liverpool, Aug. 20, St. Thomas; 23, Ajax (str.); from Cardiff, 16, H. G. Susanna; 18, Flora; 23, Kinderdyk; from England, 24, H.M. str. Dwarf; from Sunderland, 19, Annie Florence; from Bordeaux, 18, Birman; from Hamburg, 25, Candace. (From London, Sept. 10, Nymph (str.); from Clyde, Rothwell Castle, reported by telegram).

At Penang.—From Liverpool, Aug. 20, Ajax (str.).

DEPARTURES.

From Yokohama.—For New York, Aug 6, Italy.

From Shanghai.—For London, Aug 2, Capriolani; 4, Hastings; 5, Mary Whitridge; 6, Crawshay Bailey.

From Hong Kong and Canton.—For London, Aug. 11, Copernicus (Str); 17, Fusiyama; for Hamburg, Peter Rickmers.

From Manila.—For London, Aug. 2, Victoria; for Liverpool, *via* Cebu, 6, Westminster; 10, Carmencita; for Falmouth, 12, Ablasserwaard; for Boston, 8, Wild Rover; for New York, 14, War Hawk; for Alicante, 13, Coispa; for Santander, 7, Virgen del Carmen; for Corunna, 7, Jesus.

From Singapore.—For London, Aug. 22, Polly; 26, Phæton; 20, Copernicus (st.), *via* Penang; for Liverpool, 21, Dewa Gungadhur; 22, La Plata; 25, Iron Queen; for Boston. 28, Jeverland.

From Penang.—For Europe, Aug. 23, Von Berg; for London, 22, Copernicus (str.), *via* Mauritius; for New York, 13, Lord Nelson.

VESSELS LOADING.

At Yokohama.—For London, Onyx; for New York, Benefactress, Parmenio.

At Shanghai.—For London, Alcoyne, Broadwater, Evelyn Wood, F. Reck (full), Georges, Helen, Isabella Ridley, Janet Ferguson, Juanpore, Marcellus, Mercator, Napoleon III., Pegasus, Prudhoe, Valdivia, Weymouth.

At Hong Kong and Canton.—For London, Neville, Chetah; for New York, Nellie Hastings.

At Manila.—For London, Abnegacion; for Cork, Isle of Wight; for New York, Mystic Bell, Orpheus.

At Singapore.—For London, Annie Florence, Flora, Nyassa, Zodiac; for Liverpool, Twilight; for Bordeaux, Marguerite De Anjou.

At Penang.—For London, Caldew, Malta, Borderer.

FREIGHTS AND CHARTERS.

At Yokohama.—To London: £4 per ton of 50 cubic feet. To New York: £3 13s. to £3 15s. per ton of 40 feet, per steamer $45.

At Shanghai.—To London the rate has declined to £3 10s. per ton; for the coast there is less demand.

At Foochow.—To London £3 per ton.

At Hong Kong and Canton.—The following settlements for home have been made:—Chalgrove, Foochow to London, £3 7s. 6d.; Agatha Johanna, Whampoa to Hamburg, £3 10s. per ton; Timana, Zebu to United Kingdom, £4 10s, or Continent, £4 15s.; Champion, Manila to London or Liverpool, £4 per ton sugar, £4 10s. per ton hemp; Kron Prinsen, Bangkok to United Kingdom, £3 5s., or Continent, £3 7s. 6d. per ton; Eugenio, Saigon to United Kingdom or Continent, £3 15s. per ton; Josephine Amedee (145 tons), Hong Kong to Havre, f.25,000 in full.

At Manila.—No settlements have been made since departure of last mail.

At Singapore.—For London and Liverpool, the vessels on the berth are loading at £3 5s. to £3 per ton dead weight and light freight. The Annie Gray has been chartered to load at Bangkok for United Kingdom at £3 2s. 6d., or if to the Continent £3 7s. 6d. A good demand exists for vessels of moderate tonnage for the coast.

At Penang.—To London: The rate for sugar is £3 15s. per ton, other dead weight £3 5s. Light freight £3 to £3 10s. Measurement £4.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Sept. 20, at New York, from Manila, Sumatra; Oct. 4, at Falmouth, from Bassein, Jenny.

Departures.—Oct. 3, from London, for Hong Kong, Sir Lancelot; for Cardiff and Colombo, Frances; Sept. 27, from Newcastle, for Batavia, Grondwet; from Shields, for Singapore, Pilot Fish; 28, for Shanghai, Seringpatam; Oct. 2, from Liverpool, for Yokohama, Ann Wood; from Cardiff, for Hong Kong, Ferdinand Brumm; 1, from Glasgow, for Batavia and Sourabaya, County of Bute: Sept. 17, from Cadiz, for Manila, Bilbaina.

Spoken.—Maria Adriana, Newcastle to Batavia, Sept. 5, 15 N., 26 W.; Flora Maria, bound to Shanghai, Aug. 11, 3 N., 24 W.; Jannetjee (Dutch), bound to Batavia, 17, 8 S., 29 W.; Joseph Hadyn, Newport to Trincomalee, 22, 5 N., 29 W.; Cissy (ship), London to Hong Kong, 20, 1 N., 26 W.

Casualties.—The Halden, Ekstein, which sailed from Liverpool, Sept. 22, for Galle, arrived at Queenstown Oct. 1, leaky in topsides.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the Far East.

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The London & China Telegraph.

LONDON, MONDAY, OCT. 5, 1868.

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THE CHINESE EMBASSY.

Of course it is too soon, as yet, to say anything of the nature of Mr. Burlinghame's proposals to the English Cabinet, or the probable manner of their reception. Neither is there anything of moment to report as to the movements of the Envoys. It is not the fashion here, as in the United States, for the press to send emissaries to interrogate politicians, to "pump" or entrap them into some utterance that, with a little embellishment, will afford matter for a sensation leader. We do not even know what Mr. Burlinghame thinks of the Grosvenor Hotel, or whether the *cuisine* of that establishment finds favour in the eyes of the "Associate Ministers." Personally, the new arrivals seem to have created very little sensation indeed; but the political objects of their mission still afford a theme for discussion in the daily papers, some of whose articles we reprint in another column.

The *Daily News*, it will be seen, is rather favourable than otherwise to the mission, and urges that Mr. Burlinghame is entitled to a courteous reception in this country; and, as far as mere courtesy is concerned, he may be quite sure of receiving it. The writer is dissatisfied with the unfavourable tone of the comments that have already appeared, and says—What English interest in China it is proposed to subserve by snubbing in advance the most important deputation from China that has ever visited this country? We may be very certain that the Emperor and people of China regard the sending out of this commission as an epoch in the history of their country, and whatever may be their propositions, or the answer of our Government thereto, there is every reason why they should be received without suspicion, and entertained with cordiality. The *Standard*, on the other hand, asks—What important matter of international relationship can there be between China and England to justify Mr. Burlinghame's embassy? The present state of our relations with China are of the simplest character. The Chinese Government have made several treaties with us, none of which they have faithfully observed. We are their creditors in respect of numerous services performed by us in their behalf, and of solemn obligations by them systematically neglected. They have agreed to certain terms of amity and intercourse which they have deliberately violated. On our side we have carried forbearance and generosity to the utmost limits. There is only one intelligible object (the *Standard* says) in any Chinese mission to England, and that is to explain and to excuse the non-fulfilment of the obligations entered into by China towards England. Is this what Mr. Burlinghame has come about? If so, he may calculate upon a fair and patient hearing, and upon all the honour due to such an ambassador. All we have to take care of is that we are not being imposed upon by a very common and familiar trick of Chinese diplomacy—that we are dealing with real representatives of China, and not with any foreign mediators between us and the Chinese. The *Daily Telegraph* evidently neither knows nor cares much about the matter, so turns it over to the gentleman who does the would-be humorous leaders for that remarkable paper, and the natural result is something over a column of hopelessly imbecile trash, which we will not inflict on our readers.

THE CHINESE GUNBOATS.

In another column we give an abstract of a speech made at Halifax by that notable navy reformer, Mr. Stansfeld. Among the numerous charges therein brought against Sir John Pakington, one of the principal ones is founded on his having expended half-a-million or so of public money on the construction of gun-boats, some of which were specially intended for service in China waters; and Mr. Stansfeld is especially bitter on the worthlessness of "wooden unarmoured vessels," and "wretched gunboats of 700 tons, or less," quite ridiculing the idea of their being of the slightest use in protecting our commerce on the coast of China. Here we have another instance of the miserable ignorance of some of those who lay claim to a leading position in their party, on all matters that require some little effort of research to gain any knowledge of. On questions relating strictly to home affairs they can talk fluently, and perhaps correctly, enough; but the moment they have to deal with matters connected with China, or a distant colony, no absurdities are too wild for them to utter. As Mr. Stansfeld considers wooden unarmoured gunboats of less than 700 tons worthless to protect our merchant vessels against pirates, we should like to know what course he would adopt. Would he abolish the protecting force altogether, and let our commerce take care of itself, or would he send out ironclad frigates of 5,000 tons, or thereabouts, to chase pirate junks among the bays, channels, and inlets of the rocky coast of Southern China? The latter alternative seems almost too insane even for Mr. Stansfeld; so we must presume that when the Liberals come into power he will endeavour to carry out the plan promulgated last year by himself and his worthy ally, Mr. Childers, of economising the public money by withdrawing all protection from that branch of commerce which is one of the most productive sources of our revenue. "Retrenchment" always has been, and we suppose always will be, the hustings-cry of the Radicals; but this is retrenchment running mad.

PROGRESS OF TELEGRAPHIC COMMUNICATION.

The Malta and Alexandria Telegraph expedition is progressing favourably. A recent telegram states that the cable is being paid out at the rate of five miles an hour; 550 miles had already been accomplished, and it was expected that the expedition would reach Alexandria to-day. Thus one important link in the much-needed Red Sea route to the East will be accomplished. The Russian screw corvette *Lion*, which was engaged some time ago in making soundings in the Black Sea, with a view to find a proper route for the submarine cable forming a portion of the Indo-European telegraph scheme, has completed her survey. In the north-eastern part of the sea an apparently safe and practicable route has been surveyed. The possibility of submerging a cable near the coast has, we believe, been demonstrated. The scheme projected of uniting America and Russia by telegraph has been abandoned. The telegraphic communication with India *via* the Persian Gulf and Turkish lines has been lately maintained with considerable regularity, the average time occupied in the transmission of a message being about a day and a half. This efficient condition of the lines will doubtless be rendered still more satisfactory by the duplication of the sections of the submarine system through the Persian Gulf.

THE AUSTRIAN EXPEDITION TO THE FAR EAST.

(FROM OUR OWN CORRESPONDENT).

The arrangements for the Expedition to the Far East are now completed, and the vessels will sail on the 6th of October. The expedition is divided into three sections:—1. The scientific and mercantile-political, at the head of which is the Hof-Rath, Dr. Carl von Scherzer, under whom are placed the reporters, who are to send in to him the result of their observations and remarks in writing; 2. The diplomatic, at the head of which is the Councillor of Legation, Baron von Herbert: the office of secretary to the Legation is given to Baron Frautenberg, and the Attachés of the Embassy are Baron Ransonnet and Herr Ghiza von Bernat; and 3. The drawing up of the treaties and the establishment of consulates-general at Hong Kong and Yedo. The chief direction of this section is confided to Consul General Heinrich von Calice, supported by Herr Rudolph Schlick and Ladislaus Hengelmuller von Hengiroar, as Chancellors of the Consulates; all these gentlemen are to be victualled on board for one half the amount of their pay for dietary, which is fixed as follows: the Hof-Rath and the Consul-General, 20fl. per diem, the Councillor of Legation 16fl., the Secretaries of Legation 13fl., and the Attachés of the Embassy and Chancellors of the Consulates-General each 10fl., all in silver money. For their outfit they also receive, according to their rank, sums of 1,000, 800, and 600 silver florins respectively.

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Continental Intelligence.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Sept. 28.

This city has been thrown into a state of great excitement by a visit from the King of Prussia, who, after having completed his tour of inspection in his newly-acquired provinces of Schleswig and Holstein, arrived on Saturday night, by a special train from the north, at our sister town of Altona, where he was received by the local, civil, and military authorities, and took up his headquarters at the residence of the Military Commandant of the Garrison, General von Gerstein, on the Palmaille. After being awakened the next morning by the band of the 11th Regiment of Infantry, his Majesty attended Divine service at the Altona parochial church, where the sermon was preached by the Bishop of the diocese; after which the local authorities and a deputation of the Hamburg Senate were presented to him,—the latter to congratulate him on his arrival, and to invite him to pay a visit to this city, where he has never been before, at all events not since he sat on the throne of his ancestors. After a luncheon at the Town-hall he proceeded to view the celebrated gardens belonging to Mr. Booth, at Flottbeck, and on his return embarked on board the Hamburg and American Steam Company's splendid new steamer *Hammonia*, just returned from her last trip to New York, for an excursion down the Elbe, to view the picturesque banks of the river as far as Blankenese. On the return trip he dined on board, a sumptuous banquet having been provided for him by the directors of the company, all of whom were in attendance, together with a selection of the first merchants of this city. In the evening he came to Hamburg, and honoured Mr. Senator Hayn with his presence at a soirée, where the *elite* of the Hamburg aristocracy were assembled, and where he witnessed the brilliant illumination of the city and a grand discharge of fireworks,—a species of optical enjoyment to which his Majesty is known to be very partial. About midnight he returned to Altona.

Yesterday the King paid another visit to this city, first going to the Exchange, then to the harbour and new docks, and after inspecting the beautiful new church of St. Nicholas, drove out to the Zoological Gardens, with all of which he expressed himself highly pleased. He was everywhere received with the respect due to his exalted position and the enthusiastic cheers that spontaneously burst forth from the assembled multitudes prove that the inhabitants have not forgotten the material assistance they received from Prussia after the great fire of 1842, by which a third part of this city was destroyed; for besides the munificent sum of 50,000 Louis d'ors, the King sent a number of tents, blankets, a company of Pioneers to assist in extinguishing the fire, together with a large quantity of provisions, which were all most acceptable presents and gratefully received. Indeed, the ovation paid to the King on the present occasion is in striking contrast to his reception at Altona from his own subjects; for if all accounts are true he was hissed there on his arrival on Saturday night, whilst empty streets and dark windows, with a total absence of flags and garlands, tell their own story sufficiently, and show that the Holsteiners are by no means pleased with their forced incorporation with Prussia. In the evening the King gave a dinner party at Altona, and then returned to Berlin by special train.

COMMERCIAL.

The rice market is firm, but the transactions since last mail have only been few. Cassia lignea is in great demand at rising prices, 13½ sch. bco. per lb. having been paid, and no more to be had now at that figure.

There is also much inquiry for pepper at full rates; 3⅛ sch. bco. has been paid for Singapore. A fair amount of business has been done in teas, chiefly in black, of middle and inferior low priced qualities, for which stiff prices are paid. After a long period of stagnation, Spelter has become animated and higher prices are willingly given. The sales of this week comprise 4,000 centners, afloat for delivery, on arrival at 13 mks. 6 sch., 1,000 centners, favourite marks, afloat, at 13.8, and 500 do. for September and October delivery at 13.9, whilst the price demanded for loco and spring delivery is 13.10.

SHIPPING.

ARRIVED.—Nordens Dronning, from Akyab.

SAILED.—Lorenz Meyer and Elvira, to Hong Kong; Teutonia to Rangoon; Malabar, to Singapore.

LOADING AT HAMBURG.—Ino, for Bangkok; Voladora, for Manila; Ceres and Clipper, for Hong Kong; Ariadne, for Shanghai.

SHIPPING AT BREMEN.

ARRIVED.—Sawley Chindo, from Rangoon; Pudsey Dawson, from Akyab; Ernst, from Bangkok.

SAILED.—Adele, to Rangoon.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, September 28.

Shall we have peace or war? is still the universal inquiry of the day. The greater part of Europe is engrossed by this speculation, but it seems that pacific ideas now predominate in France and Prussia. The warlike rumours have occasioned a stagnation in commercial transactions, the more so, because the German press continued to produce very hostile articles against Holland, on account of the negotiations respecting the revision of the Shipping treaty on the Rhine having been interrupted, without giving a definite result. The *National*, Opposition paper, did all it could by false representations to strengthen the opposition against the Liberal Cabinet. Public opinion being much agitated, attention was fixed with more than usual earnestness upon the speech with which the Session of the States General was opened, and the impression was most favourable, when H.M. the King, who arrived some days ago from his seat Het Loo, at the Hague, stated that our relations with foreign countries were as favourable as could be wished. This clause is undoubtedly the most important, or rather, the only one of importance, of the speech. For the remainder, there is mention made of several Bills which in the forthcoming Session will be laid before the Chamber, and of which the most important are those proposing the abolition of the tithes, and bringing forward the abrogation of the stamp duty, which now presses so heavily upon the newspapers. Further, it is stated that the harvest has been most abundant, but the fishing had not given a favourable result, and lastly, it was confirmed that the rinderpest had disappeared. Our financial condition is satisfactory, so that no extraordinary measures will be necessary to cover the expenditure.

With regard to the solution of the India question, the speech does not contain a single word. It is only stated that the condition of our extended transatlantic dominion cannot be described in so short a statement. An ample report, however, is promised. When the budgets for India (1869) are passed, it is probable that the Bills respecting the sugar cultivation and the waste grounds in India will be introduced.

The rumours respecting the resignation of the Minister of the Colonial Department have totally ceased; notwithstanding it seems quite certain that the Cabinet has negotiated with Mr. Van Rees, as successor to Mr. de Waal, and it is said that this is the reason for so few statements being made about India in the Royal speech.

The tin traders complain that the official returns of the stock do not agree with the truth, so that a much greater quantity is in stock in Banca than was known here. Our traders having addressed themselves to the Ministers, the *Staats Courant* has given some explanations by which it was confirmed that, although there is more tin in stock than the returns showed, the Minister is of opinion that the result will not exercise a bad influence upon the market, because some time must elapse before this quantity can arrive here. I need not say that our merchants are of quite a contrary opinion.

The military camp at Milligen has been broken up; but our volunteers are now assembled in the camp of Waalsdorp.

Her Majesty the Queen has returned from Ems, and it is said that she will shortly pay a visit to England.

I regret to state that the ex-Governor of the Moluccas, M. de Serrière, died some days ago at the Hague, at the age of eighty-two years.

A corps of 150 soldiers will leave during the month by the *Gerard Pieter Servatius*, to join the East India army.

I hear from a source which admits of no doubt, that the Rotterdam Bank has suffered some losses from certain operations in Europe, that will have a disadvantageous effect upon the next dividend. The solvency of the bank, however, is in no degree affected, and measures are already adopted which will prevent the recurrence of similar losses. Rumours are afloat of an impending change in the *personnel* of the management, but they are not of a reliable nature.

PRODUCE MARKETS.

COFFEE.—In waiting for the auction of the Dutch Trading Company, which will be held on the 23rd inst., when 122,162 b. Java and Padang are to be offered, the market has remained very inactive, and only 1,000 b. Java, ex Herman de Ruyter, good ordinary white, were sold at 32½c.

RAW SUGAR.—The market has been very active, notwithstanding the forthcoming auction of the Trading Company on the 24th inst. The following transactions have taken place:—544 mats Sourabaya, No. 12, ex Holland, at 31¾f.; 384 do., Samarang, No. 15, at 32¼f.. ex Concurrent; 922 do., Sourabaya, No. 15, ex Vrede, at 32½f.; 214 do., Batavia, No. 8¾, at 28f.; 1,022 mats Sourabaya, ex Holland, No. 15½, at 32¼f.; 400 do. Samarang, No. 12½, ex Doelwyk, at 30¾f.; 992 do. Sourabaya, No. 16½, ex Geesina Maria, at 33¼f.; 627 do. Cheribon, No. 12¾, at 32f.; 125 do. Japara, No. 12, at 31f.; 480 do. Sourabaya, No. 9, ex Holland, at 28½f.; 594 do. mats Batavia, No. 12½, floating per Jane Kilgour, at 31¼f.; 118 do. Sourabaya, No. 11, floating, at 30¼f.; 414 do., No. 16½, at 33¼f. According to official returns, the stock of raw sugar was, on the 15th September, 50,852,019 kil.

RICE.—The market is very dull, only 2,270 b. Java, ex Koophandel, changed hands at 8¼f.

SPICES.—There is some demand for fine quality. For nutmegs of the late auction 75c. was paid, whilst mace was sold at 2c. advance.

TEA.—Of the 546/4 ch. Java, which were bought in at the last auction, about 300 ch. have been sold at 95c. An auction is announced on the 24th, when for private account will be offered 227/4 and 82/12 ch. Java, and 17/4 and 74/12 ch. China. Prices are generally well maintained.

TOBACCO.—On the 15th inst. 8,292b. Java were offered in public auction. There was only a demand for fine quality, and those sorts which were fit for the English market. The bulk, however, was sold at very low prices, and under the valuation. The stock of inferior quality in second hands is very large, whilst very important parcels are floating, so that lower prices are anticipated. On the 7th October 7,230 b. Java, of different marks will be offered for sale. Manila: A very great quantity of the cargoes which were sold in London some days ago were imported here, so that the stock has largely increased.

MANILA SEGARS.—On the 14th inst. an auction was held, at which 125,000 Habana were offered, of which only 4 lots were sold from 36f. to 40¼f. 230,000 Manila 2a. Habanos, 1866, more or less damaged, were partially sold at 17¾f. to 18f. 12,000 2a Habanos, 1866 and 1867, were bought in at 25f. There is a good demand for fine quality.

RATTANS.—The Trading Company has announced an auction, at which 92,300 b. will be offered. In waiting for this auction the transactions have been of little importance; only 16 pic., ex Almelo, and 56 pic., ex Boanerges, were sold.

HIDES.—The Trading Company sold in auction 8,201 Montevideo at 31c. to 35c., and 1807 do. (Ox), at 31c. to 34½c. The private transactions include 106 Buffalo, ex Jacoba, at 34½c.; 323 E.I., ex Grootmeester Nationaal, at prices that did not transpire.

BANCA TIN.—The market has been very animated. The current prices are as follows: 800 slabs Banca at 52¾f., 500 do. at 53f., 1,000

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do. at 53½f., 3,500 do. at 53½f., 300 do at 53f., 600 do. at 53½f., 200 do. at 54f., 2,400 slabs Billiton, floating, at 52f. to 52½f.

Indigo.—The market was very animated, and several small parcels, together about 100 chests, were sold at very firm prices. On the 23rd and 29 Sept., and the 1st October, 219 ch. are announced to be offered in auction.

Drugs.—The market is very dull and inanimated. Camphor unaltered. Cassia Vera firm; on the 24th, 585 b., imported from Padang, will be offered in auction.

Insurance Premiums.—Merchandise packed in ordinary way: for Dutch India, 2¼ to 2½ per cent.; for China, 3 to 3¾ per cent.; for Japan, 3½ to 4¼ per cent.; when packed in tin ½ per cent. less. Manufactures in bales for India, 3½ per cent.; packed in oilcloth for India, 3 per cent.; for China, 3¼ to 4 per cent.; for Japan, 3¾ to 4¼ per cent.; in wooden chests for India, 3 per cent.; in tin for Java, 2 per cent.; for China, 3¼ per cent.; for Japan, 3¾ per cent.

Produce from India.—Sugar, 2½ to 3 per cent.; indigo, arrack, 2½ per cent.; tin, 2 per cent.; rice, white and table, 5 per cent.; cargo, 4 per cent.; other produces, 3 per cent.

Money Market.—At the Stock Exchange the business is of a very limited character; but prices are well supported. Dutch Two-and-a Half Per Cents., 55½; Three Per Cents., 64½; Four Per Cents., 86½; Trading Company, 125¾; Rotterdam Bank, 80¼ to 82. There is no alteration in the discount market.

SHIPPING INTELLIGENCE.

Arrivals.—Sept. 15, at Brouwershaven, from Batavia, Mina; 17, at Hellevoet, from Padang, Karl August; at Texel, from Sourabaya, Isabella; 18, at Brouwershaven, from Batavia, Tollens; 18, at Texel, from Batavia, Jupiter; 19, at Texel, from Sourabaya, Baron van Hardenbroek; from Batavia, Maasluis; 20, at Texel, from Batavia, Bato; 21, at Hellevoet, from Batavia, Ternate; at Texel, from Batavia, Joseph Holmes.

Departures.—Sept. 13, from Texel, for Batavia, Geesiena Maria; 14, from Brouwershaven, for Batavia, Noach II.; 15, from Brouwershaven, for Singapore, Nereus; 16, from Hellevoet, for Samarang, Johanna Antonia; 18, from Texel, for Batavia, Staatsraad van Ewyck; 21, from Hellevoet, for Batavia, Cornelia Mathilda; from Texel, for Batavia, H.M. steamer Djambi.

PASSENGERS.

Passengers Inward.—From Java, per Mina: Messrs. Boers and family, Ten Hove and family, Kurlenburg and family, Cornelisse and family, Vreede.

Passengers Outward.—For Java, per Noach II.: Messrs. J. A. Schuurman and family, L. J. van Diggelen, J. J. de Graaff and family, J. C. van Chambon and family, J. Heringa, Cremer, J. M. H. van Oosterzee, Capt.-Lieut. H. W. O. de Bruyn, Lieutenants G. de Wys, J. L Granpre Moliere, J. Bruin, and 150 soldiers. Per Geesina Maria: Messrs. P. G. Neeb and family, D. van der Horst, Misses C. A. and J. Z. Duedman, Mrs. J. Major and family, Mrs. C. Scholte and family.

COLONIAL GARRISONS.

The *Examiner* has an article on "English Troops in the Tropics," in which, after some comments on the absurdity of maintaining a force of 4,000 men, at a cost of £300,000 a-year in the "bankrupt and pestilential" West India Islands, we find the following passages regarding our military establishments in the East:—

"Hong Kong, the Mauritius, Ceylon, and the Straits Settlements absorb nearly 8,000 European troops, and the two former places absorb them in a fatal sense, the details of which are too fresh within the recollection of our readers to require recapitulation. The cost of the garrison of Hong Kong is quoted at £234,000, towards which the local community contributes £20,000; that of the Mauritius £132,700, the colony paying £45,000. Ceylon, however, pays about £14,000 more than the troops cost, and, as it would appear from the evidence taken before the Select Committee on the Colonial Garrisons last year, that it is rather for Imperial than local purposes that European troops are maintained in that Island, the equity of so heavily taxing these colonists is not apparent. The Straits Settlements contribute £59,000 towards an expenditure of £132,000, and the total paid out of English pockets for garrisons in the tropics, exclusive of course of India, is £327,000 a-year; but this sum does not include the cost of transport from and to England, either for reliefs or invalids, and as the average price of a man's passage is over £20, the public may form their own estimate of what it costs them to play at soldiers in our unhealthy colonies. It is a significant fact, that the cost of bringing a regiment home is very much less than of taking it out, although the freight for each individual is much higher in the latter case; the cause of this saving will be found under the rank overgrowth which covers the shallow graves of thousands upon thousands of English soldiers who left their country never to return to it.

"The plain facts, supported by figures which we have presented to our readers, point the moral of our tale more strongly than any language which we could employ. It will be for the country to determine whether we should continue to expend the lives of Englishmen, and millions of money wrung from English industry, for a purpose so inadequate. We do not advocate weakening our military institutions; we would, on the contrary, have such a number of troops as it may be considered necessary to maintain, as complete in all respects as they can possibly be made. But our colonial garrisons are a source of weakness rather than of strength, and in cutting them off we should effect a very large diminution of expenditure without the least detriment to the real efficiency of the army."

THE ENGLISH PRESS ON THE CHINESE MISSION.

(STANDARD.)

The Chinese Ambassadors have arrived. That event, which should have stirred the very depths of our British curiosity, has somehow or other failed to excite any particular enthusiasm. Whether it is that our diplomatic relations with the Celestial Empire have ceased to be of an interesting character—whether we have had a surfeit of sensations of this sort, or, from some cause less readily explicable, we do not appear to be greatly moved by the news of the Chinese Plenipotentiaries' arrival. Mr. Burlinghame, with his polyglot train, have landed on our shores with scarcely more *eclat* than would be commanded by a new troupe of Japanese jugglers. There is an evident indifference to the new arrivals, hardly to be explained by the fact that they possess no accomplishments in legerdemain, that they pretend to no skill in butterflies, and would probably be beaten in top-spinning by the youngest member of the late Lyceum company.

In truth, we must regard this embassy as one of a most enigmatical character. We know the Chinese to be great adepts in the art of polite mystification. We have had some experience of that peculiar mixture of *naive* childishness and profound craft which characterises their diplomacy, and we confess to be fairly puzzled by this latest Chinese device. What, in the name of the great archdragon, are these ambassadors? What do they represent, and what is their business here? Never was there so paradoxical an embassy in the annals of diplomacy. In the first place, the plenipotentiary in chief is not a Chinaman, but a full blood Yankee, who only the other day held a position precisely the inverse of his present one, being an ambassador to China from the United States. Of the *personnel* of the embassy, the first secretary is an Irishman, and the second a Frenchman. There is only one real Chinaman in the whole concern, or rather, to use the polite language of one of our Liberal contemporaries, only one "whose illustrious line is free from every taint of barbarism." The association of nationalities is so odd as almost to provoke a suspicion of the genuineness of the whole affair. If we did not know the Chinese to be incapable of this kind of humour we might suppose that they had sent this collection of miscellaneous gentlemen by way of an elaborate burlesque of the forms of barbarian diplomacy. Mr. Anson Burlinghame, Mr. John M'Leavy Brown, and M. Deschamps, may be highly estimable and worthy gentlemen, inspired by a genuine faith that they are representing the Empire of China, and possessed of a lively interest in its affairs; but they will pardon us if we are unable to refrain from viewing the comic side of their mission. They have done their best to accommodate themselves to the parts which they have to sustain. A Poe-Au-Chen Chin-Chi-Choong-Jen-Facheu, Bo-Choon-An, and De-Chan, may have a certain imposing effect which is undeniable; and if we did not know that the illustrious Poe, &c., comes from Boston, that Bo, &c., hails from Belfast, and that De-Chan is simply pigeon-Chinese for Deschamps, we should be greatly struck at least by the nomenclature of the new ambassadors.

As it is, we cannot help saying that we are not much impressed by the Chinese character of this very remarkable embassy. What is the nature of the process by which the Emperor of China approaches the Queen of England? A dexterous American politician comes over from the United States with an Irish Secretary and a French assistant, and claims our attention as an ambassador from China. Let it not be supposed that we intend, for a moment, to doubt the genuineness of Mr. Anson Burlinghame's mission. But what has he come about, and why does China treat with us in this queer masquerading fashion? Individually—we learn from the Liberal journal which from the first has been in an ecstacy at the arrival of these distinguished strangers—they "unite all the attractiveness of the show Chinaman to the dignity of the diplomatist." This may be all very well; but as Mr. Burlinghame could scarcely have come only to exhibit himself as an attractive Chinaman or a dignified diplomatist, we are still forced to enquire what is the special object of his mission. Was it only to deliver the compliments of the Emperor of China to the British people? The Chinese are too old in politeness to send a company of strangers on such a mission; nor can Chih-U-Kang, the associate Minister—weighing, as we are told with impressive particularity, only 130 lb., be accepted as giving a due Chinese flavour to the expedition. What important matter of international relationship can there be between China and England to justify such an embassy? The present state of our relations with China are of the simplest character. The Chinese Government have made several treaties with us, none of which they have faithfully observed. We are their creditors in respect of numerous services performed by us in their behalf, and of solemn obligations by them systematically neglected. They have agreed to certain terms of amity and intercourse which they have deliberately violated. On our side we have carried forbearance and generosity to the utmost limits. We have refrained from pressing our treaty claims upon the Chinese Government out of a magnanimous solicitude for their weakness and their prejudices. We have allowed them to take us at every possible advantage—to exact from us the strictest obedience to the letter of our engagements, while they, on their part, have never attempted to carry out some of the most important clauses of the treaty, clauses tending to the extension of amicable relations between England and China, and to the cultivation of mutual good-will and of peace.

There is only one intelligible object in any Chinese mission to England, and that is to explain and to excuse the non-fulfilment of the obligations entered into by China toward England. Is this what Mr. Burlinghame has come about? If so, he may calculate upon a fair and patient hearing, and upon all the honour due to such an ambassador. We may have our own opinion as to the judgment of the Chinese in the matter of plenipotentiaries, but that is rather their concern than ours. All we have to take care of is that we are not being imposed upon by a very common and familiar trick of Chinese diplomacy—that we are dealing with real representatives of China, and not with any foreign mediators between us and the Chinese.

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(DAILY NEWS.)

The proverbial affinity of extremes has rarely had so curious an illustration as the new relations that have been established between the young and progressive Republic of the West and the oldest and most conservative empire of the East. The enthusiasm with which Mr. Burlinghame and his deputation have been everywhere received in the United States, the welcome which has been given by the leaders of all parties, and the addresses and poems elicited from the most eminent American men of letters, are by no means due to so sudden a friendship as some of our contemporaries have assumed. Nearly a hundred years ago eminent Boston merchants were cultivating the good opinion of the Chinese, and the names Derby and Peabody became as well known in Canton as in New England. Frederick Townsend Ward, the late Chinese Admiral-General, was a Yankee boy, and he is not the only American who has done good service for that people. It is remarkable, too, that the American people in their dreams of national expansion should ever have seen their Hesperian gardens in the West. Not even after arriving at their farthest shore have they been induced to swerve to the north or south with any considerable longing. Instead of looking to Canada or to South America, they have still looked to the path of the sunset across the peaceful sea. Nor is it less remarkable that with the settlement of California there should have begun that Chinese emigration which had been previously unknown to modern history. It was reserved for Jonathan to be the prince to disenchant this Sleeping Beauty who for so many ages had remained stationary as if under a spell. This emigration to California began about twenty years ago, and in the year 1857 the world was somewhat startled at learning that there were seventy-five thousand Chinese in that State. In the various dealings of Russia, America, France, and England with China it did not escape the somewhat jealous notice of the other Powers that in the treaty made with the American Minister, Mr. Reed, China claimed the good offices of America in case of collision with other Powers. Since then the Chinese population of America has more than quadrupled, as have also the means of communication between San Francisco and Canton. A number of Chinamen have also returned to their native land in good circumstances, and have so increased the interest of the Celestials in the Western World that a "Life of Washinghton" and "History of the United States," both written by a Chinaman, have, within the last three years, made their appearance in the Chinese language.

Naturally there has been a growing feeling in the United States that its representative in China should be selected with especial care; and whatever may be said of the late American but now Chinese Ambassador, it is to be considered that his appointment by Mr. Lincoln was made in the belief that he was by education and ability fitted for an important post. Mr. Anson Burlinghame, who is not yet fifty years of age, and who looks much younger, has, however, had many and various experiences in his own country. He was born in Central New York, but his youth was passed chiefly in the far West, whither he went with surveying parties, and where he was instrumental in making several treaties with some of the most uncivilised Indian tribes. He subsequently removed to Massachusetts, and graduated at Harvard University. He studied law in Boston, and sixteen years ago was elected to the senate of Massachusetts, whose constitution he assisted in revising. Since then he has been elected three times to the United States House of Representatives, where he was one of the most intelligent and active members of the Committee on Foreign Affairs. Seven years ago he was appointed by Mr. Lincoln Minister to Austria, and subsequently, probably in accordance with his own wish, to China.

Without entering at present into the questions connected with Mr. Burlinghame's mission, we submit that a gentleman with these antecedents is entitled to a courteous reception in this country. Nor can we see anything in the speeches he has made in America to warrant the atmosphere of suspicion which some of our contemporaries have so sedulously prepared for him. His oratory, no doubt, savours occasionally of what is called "talk talk," and some of his ideas may be a little crude; but we have been unable to find in his utterances any indication of those profound Machiavellian designs which have been ascribed to him. Indeed, we should judge the Chinese Envoy by his speeches in America to be a somewhat romantic gentleman, more interested in theories about America and China than in the immediate advantages promised by his treaties. He is, we should say, an enthusiast of the kind described by Lowell as having a head "with one pole on Olympus and t'other on 'Change;" who already sees the Pacific Ocean burthened with rich argosies, and American freedom and civilisation dawning in the East to follow the course of the sun round the world. Nevertheless, we prefer to estimate the man, as well as his mission, after we have heard the statements which he has to make here. To put the matter on grounds lower than the love of justice and fair play, of which we sometimes boast, we cannot perceive what English interest in China it is proposed to subserve by snubbing in advance the most important deputation from China that has ever visited this country. If our interests in China are to be served by making ourselves offensive to those whom its emperor trusts; if our ingenuity is to be taxed in order to prevent that people ever forgetting the scenes at Hong Kong and Canton eleven years ago, with which we are unhappily associated, we can understand the sneering tone with which several of the most powerful journals in England have began their discussions of Mr. Burlinghame and his mission. We may be very certain that the Emperor and people of China regard the sending out of this commission as an epoch in the history of their country. Through the interpreters attending them, the members of it will preserve and report most carefully the reception they may have in each country they visit. Whatever may be their propositions or the answer of our Government thereto, there is every reason why they should be received without suspicion, and entertained with cordiality.

THE BANK OF HINDUSTAN.

The liquidators of this bank, in explanation of the necessity for a further call, issue the following report:—

Referring to our circular of 21st January last, in which we intimated to you the necessity of another call being made towards the close of this year, we beg now to enclose a notice requesting payment of a call of £2 10s. per share on the 20th October.

This call is required somewhat earlier than we anticipated, in consequence of the impossibility of collecting the assets so speedily as was before anticipated.

In the statement submitted to you at the meeting held on 2nd August, 1867, we informed you that the then ascertained liabilities of the bank amounted to £572,127, exclusive of interest and liquidation expenses, but this was subsequently considerably increased in the following manner, viz.:—£8,337 7s. 4d. for cancellation of leases of bank premises in China and India; £4,287 10s. for compensation to officers under agreements for loss of their appointments; £7,521 12s. 5d. for calls in various shares held by the bank or its nominees; £14,807 11s. 5d. for interest to 30th June, 1868, to National Bank; £4,500 paid for compromise of suit instituted by dissentient shareholders of Imperial Bank of China; total, £39,454 1s. 2d.

The total ascertained liabilities of the bank to this date amount to £277,358 6s. 4d., and after a careful re-valuation of the remaining assets, we cannot estimate them to produce above £175,000. There will thus remain a deficiency of about £102,000, exclusive of interest and future liquidation expenses, to be provided by the shareholders.

That the liquidation, thus far, has resulted so differently to what we had expected, has arisen entirely from the nature of the assets, which consisted almost wholly of claims on insolvent estates, and being therefore beyond our control, and acting on the information of others, we were only able to place a mere nominal value as to their probable outturn. For instance, the bank is a very large creditor of the Commercial Bank Corporation of India and the East, and we had every reason to suppose that the latter would be able to pay in full with interest, but from the complications which have recently arisen, and are now in litigation between that bank and the old Commercial Bank of India, our prospects of ultimately realising this asset in full are considerably diminished.

There is also a large debt due from the Eastern Financial Association of Bombay, amounting to upwards of £56,000, which has been the cause of much litigation in the Supreme Court there. The liquidators of the Eastern Financial Association applied to the court, on behalf of the shareholders, to sanction a compromise of six annas in the rupee, or 7s. 6d. in the pound, entered into with some of the creditors, who were also shareholders, thus in effect attempting to force those who did not assent into an acceptance of the compromise, which was only intended to benefit the shareholders.

We opposed this compromise in the interest of our shareholders, believing the assets and liability of the members of the Association would produce much more, and under the advice of counsel an appeal from the decision of the Supreme Court in Bombay to the Privy Council is now pending. If we are successful in the appeal we hope to recover a considerable sum.

We regret to inform you that since we last addressed you an action has been commenced in Bombay by the liquidators of the old Bank of Bombay, to recover from this bank the sum of £20,000, alleged to be due to them under a guarantee given by the late manager there for £20,000, in the event of a native named Premchund Roychund not repaying a loan of £250,000 advanced to him by the Bank of Bombay. This man subsequently failed, and there is a large deficiency after realising the security deposited, the share of this bank being stated at the first-mentioned sum. Acting under advice obtained in Bombay, we are defending the action, and hope to be able to successfully resist the claim.

We are sorry to say that several shareholders still delay payment of their calls, and there now remains a considerable amount due on that account, the collection of which is now being vigorously prosecuted by our solicitors, and a list of defaulters, with particulars of our proceedings against them, can be seen by any shareholder at the office.

Since the liquidation commenced the liabilities have been reduced about £1,200,000. During the first eight months the affairs of the bank required and received almost daily attention from us, and we have applied £2,000 on account of our remuneration, which we believe to be very much less than has been applied in similar circumstances in other companies.

W. F. ALLEN,
J. R. ENGLEDUE,
GEO. MACNAIR,
DAVID CHADWICK,
} Liquidators.

THE LOSS OF THE "BENARES."

(To the Editor of the *London and China Telegraph.*)

SIR,—I have read with interest the finding of the Naval Court in the matter of the stranding of the P. and O. S. N. Company's steamer *Benares*, published in your issue of the 7th instant. I am somewhat surprised, however, to notice no expression of opinion as to the propriety (or otherwise) of sending off the passengers in the captain's gig, *without an officer or crew—without a compass, and without an atom of biscuit or a drop of water!*

Theoretically, the system of boat-stations on board these steamers is, doubtless, all that can be desired; practically, on this occasion, at any rate, it would seem to have been a miserable failure.—I am, Sir, yours faithfully, A PASSENGER.

16th September, 1868.

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MISCELLANEOUS.

—o—

TESTIMONIAL TO THE REV. J. SCARTH.

The *Gravesend Free Press* gives an interesting account of the presentation of a testimonial to the Rev. John Scarth, who, before he took holy orders, was a merchant in China. Mr. Scarth has for some years been curate of Holy Trinity Church, Milton, and is now removing to Cranbourn, near Windsor.

About fifty members of the congregation assembled for the purpose of presenting the testimonial, which was offered in recognition of the earnestness and zeal with which Mr. Scarth had ministered in the church and district parish during a period of three years, and of his untiring exertions in connection with St. Andrew's Waterside Mission, amongst the waterside population, and on board of emigrant and other ships at this port, the whole of which services have been rendered gratuitously.

The testimonial consisted of a handsome clock of the value of twenty guineas; a carved oak desk for family prayer; and a library of theological works, value thirty guineas. These were accompanied by an illuminated testimonial on vellum, inscribed as follows:—

"Presented to the Rev. John Scarth, with a drawing-room clock, desk for family prayer, and a library of theological books on the occasion of his leaving for Cranbourn, near Windsor, by the undermentioned members of the congregation of Holy Trinity, Milton-next-Gravesend, in testimony of their high appreciation of his valuable gratuitous labours in the parish, as curate, and on the River Thames in connection with Saint Andrew's Mission."

This was followed by a list of the subscribers. In addition to the testimonial above-mentioned, was a gift by the Rev. C. E. R. Robinson, Vicar of Holy Trinity and Rural Dean, consisting of a valuable antique carved oak book-case (containing a centre and two wings), a quarto bible in morocco, and four photographic views—two representing the church as viewed from the north and south sides respectively—the third being a view of the interior facing eastward—and the fourth an exterior view of the Waterside Mission Chapel.

Mr. Edward Wates presented the testimonial on behalf of the committee and subscribers, also the other articles above named on behalf of the Rev. C. E. R. Robinson. Addressing the Rev. J. Scarth, he said:—"It is my pleasant duty, sir, as chairman of the committee, to inform you that at a meeting of the male members of the congregation of Holy Trinity, held at the Old Falcon Hotel in the month of June last, it was determined to open a subscription list for the purpose of presenting you with some tribute of our respect and esteem. As soon as it became known that the parishioners were about to lose your valuable ministrations, a spontaneous and general desire arose amongst them to present to you some memorial of their lasting esteem and regard. Sixty guineas were in a short time subscribed without any solicitation, and this sum was contributed not only among the richer members of the congregation, but from many of the poor. You will find on the list subscribers from Swan-yard and Thames-terrace, and the joint contributions of some of the very poorest of the waterside population. (Applause.) The committee asked you to select articles most suited to you. You have chosen most useful things for anyone to possess, but especially so for a clergyman. I assure you that I speak the sentiments of the whole congregation when I say that it is a matter of great and sincere regret that you leave us. We hope that you and Mrs. Scarth will live long to enjoy the kindly feelings of all with whom you are connected, and to feel the assurance that your labours on behalf of the parish of Holy Trinity have been fully appreciated. On behalf of the subscribers, sir, I beg your acceptance of the clock, the desk, and the books which are before you; and, in the name of Mr. Robinson, of the book-case, the bible, and the photographic views of the buildings in which you have so earnestly and zealously ministered."

The Rev. J. Scarth, who was unable to entirely conceal his emotion, said he must always feel great pleasure in meeting the good people of Gravesend. It had been his lot to pass some happy years amongst them, and he regretted that his immediate connection with them had terminated. With regard to the testimonial, it would perhaps be the list of names that he should value the most. They had been kind enough to leave the selection to him, and he had chosen what would be best for himself and his family, and what would best accord with the wishes of Mrs. Scarth. He had great satisfaction in receiving the present. With respect to the prayer-desk, in selecting it he thought he should preach a sermon to them. If every house were furnished with a desk for family prayer which should be held sacred for that purpose, the regular practice of family devotion would be promoted. He thanked them very sincerely for the opportunity of getting books which he did not possess, and should not feel justified in purchasing. They would be a source of satisfaction to him, and he hoped of good to those amongst whom he laboured. He felt grateful to Mr. Wates for the manner in which he had alluded to the mixed character of the subscription list. He should always look upon the gifts more as connected with their kindness than his own work. He thanked them sincerely for their kindness. He hoped that there would be peace and plenty amongst them, but especially peace. He had to thank Mr. Robinson for his great kindness in giving him the book-case, and a lasting memorial of the buildings with which he had been connected. Those pictures would be looked upon with great satisfaction.

MR. STANSFELD ON NAVAL EXPENDITURE.

In a speech at Halifax, Mr. Stansfeld, taking the navy as an example, demonstrated the extravagant policy of the present Government. The Ministry owned an excess of expenditure approaching to £3,000,000, but justified it as necessary, and declared that the Liberals were estopped from condemning it now as they allowed the estimates to pass without objection. What was the case in regard to the navy? If they compared the years 1865 and 1866, the two last years of the Liberal Government, they would find in 1865 the navy estimates amounted to £10,432,610; in 1866 they amounted to £10,392.224. Then came 1867, the first year not only of Conservative administration, but of Conservative estimates and expenditure; and they found those estimates sprang up to £10,921,523, which was an excess of more than £500,000. That was the year in which Sir John Pakington became First Lord of the Admiralty, and upon what did he elect to spend his half-million? In these days of rapid transition in naval architecture, when we were bound to think well of the newest discoveries in science, and of what constituted real power, instead of show and sham, Sir John Pakington spent that half-million of money in the construction of wooden and unarmed vessels, corvettes, sloops, and no fewer than thirty-five wretched gunboats of 700 tons or less, to, as he said, protect our trade in China and Japan. Then, as to the policy—what was it? To keep up foreign squadrons, which, however useful or necessary they might be within reasonable limits, formed in these days a very small part of our real power if we were put to the push and to the test of actual war. They on the Liberal benches took a novel and a very wise and successful course on this matter. Those of them whom official experience ought to have given, and he trusted had given, some special knowledge of the subject—Mr. Childers, Lord John Hay, and Mr. Shaw Lefevre—met and discussed the subject of the estimates, and the conclusion they came to was that mere nibbling of estimates was useless; mere criticism, if not useless, was not sufficient for them; they ought to be capable of something more. They propounded their counter policy and their counter programme. It was this: A large reduction of those foreign squadrons, consisting of ships which hardly constituted any portion of their real fighting power; a consequent reduction of the number of men; the devoting of their shipbuilding energies to the construction of the most powerful possible machines for offence or defence—types or units of production to be multiplied in future times in case of need—which science could devise and mechanical skill could construct; and, lastly, a reduction of the overgrown list of superior officers of the navy. The success of that move was proved by Mr. Corry's partial acquiesence in it. But in spite of that approach—he could call it no more—to a policy of economy, too much was still expended upon the construction of vessels.

The Suez Canal.—The Suez Canal Company has issued a note on the state of the works on the 15th August last. It appears that in the channel and basin of Port Said, in the four divisions into which the canal, properly so called, is divided (Port Said, El Guiser, Ismailia, and Suez), and in the canal and basin of Suez, the total quantity of earth to be extracted was 74,112,130 cubic metres, and that of it, on the 15th August, 47,228,155 were excavated, leaving 26,883.975 to be removed. Of the 47,228,155 cubic metres extracted, 2,114,450 were removed in the month from 15th July to the 15th August—a proof that the works now present facility and are carried on with energy. The number of dredging machines at work on the 15th August was fifty-eight, and that of the labourers employed 11,808. As to the jetties of Port Said, of which one is 2,500 the other 1,900 metres long—the former (the western) rising from a depth of eight metres forty centimetres, the other (the eastern) from one of five metres fifty centimetres—they will require 250,000 cubic metres of blocks; and of this total 227,302 were, on the 15th August, immerged, leaving only 22.998 to be employed to complete and consolidate the constructions.

The Siamese Twins.—The Paris *Illustration* publishes a portrait (or portraits) of the Siamese twins who are about to entrust themselves to the celebrated surgeon M. Nélaton with a view to being separated. The twins are simply and quietly dressed in costumes of identical pattern and colour—dark morning coat, dark trousers, plaid waistcoat. It appears from a memoir which accompanies the drawing that the two brothers, one of whom is named Chang, the other Eng, are fifty-four years old, and that they were only four when they were taken from their native land and brought to Europe, whence, after they had been exhibited for some years (with great advantage to themselves and others), they proceeded to the United States. Here, after a certain time, they bought land, made the acquaintance of "two charming sisters," who consented to marry them, settled on their estate, begot nine children each, and lived together in great happiness until the American civil war broke out. Then Chang declared himself a Unionist, Eng a Secessionist, and the quarrels between them became so violent that the twins were at one time on the point of fighting a duel. So, at least, says the author of the article in the *Illustration*, who writes with the air of a man enjoying special sources of information.

The Mont Cenis Railway.—This line is now completely restored after the damages done by the floods, and is now open throughout from St. Michel to Susa. The French Victor Emmanuel line is not yet repaired sufficiently for trains to work over, between St. Jean de Maurienne and St. Michel, the commencement of the Mont Cenis line, thus necessitating carriage by diligence between those places; there is, however, now only a delay of one hour in the journey from Paris to Turin, the whole passage from Paris to Turin being now performed in about twenty-five hours. His Royal Highness Prince Arthur, in journeying from Italy to Switzerland, travelled over the Mont Cenis line on the 25th ult. He left Susa at 5. 45 A.M., and arrived at St. Michel at 11 A.M. He expressed himself as being much pleased with the line.

M. de Montigny, one of the French Consuls-General (formerly Consul at Shanghai), has died suddenly in the country. His funeral, numerously attended, took place last week at the Madeleine.

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Monetary and Commercial.

The directors of the Oriental Bank Corporation, at the meeting on the 22nd proximo, will propose an interim dividend at the rate of 12 per cent. per annum for the half-year ended the 30th of June.

The report of the National Bank of India (Limited) shows an available total of £25,417, including a previous balance of £3,064, and recommends a dividend at the rate of 6 per cent. per annum and a bonus of 1 per cent. for the half-year, which will absorb £18,548, and leave, after carrying £5,800 to reserve, a balance of £1,069. The paid-up capital is £463,700, the reserve is £38,000, and the deposits are £840,630.

The directors of the Chartered Bank of India, Australia, and China, have resolved to recommend at the ensuing meeting of shareholders an interim dividend for the past half-year, at the rate of 6 per cent. per annum, free of income-tax.

At a meeting of several of the creditors of the Commercial Bank Corporation of India and the East, a preliminary statement was read shewing the disastrous results which must ensue to the creditors, should no measures be adopted, to put an end to the present proceedings in Chancery commenced by a few shareholders of the corporation against the Old Commercial Bank of India with the view of upsetting the arrangement by which the corporation took over the business, assets, and liabilities of the old bank as they stood on 1st January, 1865. After a short discussion, it was resolved that a committe, consisting of Mr. Parry, of the Delhi and London Bank, Messrs. Stewart and Tomlin, of the Bank of Hindustan, Mr. Gwyther, of the Chartered Bank of India, Australia and China, and Mr. W. Graham, of Glasgow, be appointed to investigate and report to the creditors. It was further resolved that the preliminary statement read, be printed, and sent to the creditors.

The following letter, signed "A Creditor," has appeared regarding the tardy settlement of the affairs of the Commercial Bank Corporation :—

"Sir,—May I trespass upon your valuable space to inform my fellow-creditors that unless some united action be promptly taken we shall not receive any dividend for probably years to come? It cannot be generally known that the Master of the Rolls has ordered that no distribution of the assets among the creditors be made until the relative position of the old and new banks has been ascertained and defined by the Court. This, if at all possible, which is doubtful, must necessarily occupy a very long time, considering that four years have elapsed since the amalgamation of the two banks took place. There remains, therefore, little else for the creditors to do than to make the best compromise they can with the shareholders of the bank; and I would suggest that a committee of each interest be at once formed for this purpose. This would doubtless result in an early and larger distribution than we can possibly expect if the estate be allowed to grow beautifully less, as it necessarily must do in the course of a few years of the present expensive litigation. This bank failed before the Agra, which has paid its debts and resumed business."

The railway from New York to San Francisco is so far completed that the overland postal time between these places is now reduced to thirteen days. A mail is made up daily.

At the half-yearly general meeting of shareholders of the Delhi and London Bank (Limited), held on the 28th ult., the report of the directors with the accounts was unanimously adopted, a dividend at the rate of 5 per cent. per annum having been previously declared. After an expression of confidence in the direction and management, the meeting terminated.

The steamer *Bangolore* took yesterday £51,100 in gold for Bombay, £1,729 in gold for Madras, £12,300 in silver for Singapore, and £17,218 in silver for Hong Kong, making a total of £82,347.

The bar silver and Mexican dollars by the last West India steamer were sold, the former at 5s. 0½d. and the latter at 4s. 11½d. per ounce, showing no change compared with recent quotations.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices Oct. 3.
£10	Agra Bank, A shares	All	11½ to 12½
10	Do. B do.	—	6 to 7
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., and China	All	21 to 22
25	Chartered Merc. of India and China ...	All	29½ to 30½
20	City Bank	10	11 to 12
28½	Hong Kong and Shanghai Bank, new...	5£	£ to £ pm x.d.
50	London and County	20	49 to 50
50	London Joint Stock	15	31 to 32
100	London and Westminster	20	65 to 66
25	Oriental Bank Corporation	All	44½ to 45½
50	Union of London	15	33½ to 34½
	Miscellaneous.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	Do. Do. 1872 ...	100	104 to 106
—	Do. Do. 1882-3 ...	100	112 to 114
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	2½ to 1½ dis
10	Credit Foncier and Mobilier of England	All	2½ to 2¾
20	Egyptian Com. and Trading Company	6	5 to 4 dis.
10	General Credit and Discount Company	7½	2½ to 2¼ dis.
10	North Assam Tea (Limited)	5	7 to 5 dis.
10	Do. do B shares	All	1 to 2
20	International Finance Society	5	1½ to 1¼ dis.
50	P. and O. Steam Company	All	52 to 54
50	Do. Do. 1867	10	¼ dis to par
10	Upper Assam Tea	All	3 to 4
100	West India Steam Company	60	56 to 59

Shipping Intelligence.

ARRIVALS.

Date	Ships.	Captain.	From.	At.
Sept16	Sumatra	Buyser	Bassein	Off Portland
— 16	Ternate	—	Batavia, for Rottrdm.	Off Plymouth
—	Marion	—	Rangoon, for Rottdm.	Off Penzance
—	Glenfalloch	—	Colombo	Do.
— 21	Achilles (s.s.)	Russell	China, Singap., &c.	London
— 19	Young Eagle	Watson	Akyab, for Rotterdam	Falmouth
— 21	Diomed (s.s.)	Crompton	Shanghai, &c.	London
— 21	Queen of the Ocean	Ellison	Bangkok	Do.
— 21	Queen of Devon	Gaswill	Colombo, &c.	Do.
— 18	Cameo	Bulford	Rangoon	Off Scilly
— 7	Endeavour	Doane	Manila	New York
— 22	Serica	Middleton	Foochow	London
— 22	Eleanor	Selk	Do., &c.	Do.
— 21	Sjofroken	Lundstrom	Samarang	Falmouth
— 20	Canada	Patten	Akyab	Scilly
— 19	Massiuis	Kuchler	Batavia	Texel
— 18	Marie Elisa	Nivert	Akyab	Belle Isle
— 18	Antoine Dor	Noe	Do.	Bordeaux
—	Susan Pardew	—	Colombo	Deal
— 22	Australia	Erdtmann	Rangoon	Falmouth
—	Bayonnaise	Roy	Do.	Gironde
— 23	Zephyros	—	Penang	London
— 23	Renown	—	Colombo	Deal
— 22	Energie	Christoffers	Akyab, for Bremen	Off Falmouth
— 22	Codan	Kirchrtein	Bassein	Do.
— 23	Orient	Halenbeck	Rangoon, for Bremen	Do.
— 22	Balnaruith	Nankivill	Do.	Off Dartmouth
— 20	Ternate	Cars	Batavia	Helvoet
— 24	Express	Hultman	Rangoon	Falmouth
— 23	Sea Star	Varey	Sarawak & Mauritius	Deal
— 25	Naval Brigade	Rowland	Akyab	London
— 25	Cabot	Bell	Do.	Falmouth
— 10	Tavistock	Tate	Shanghai	New York
— 26	Fredrik and Hendrik	Daym	Singapore, &c.	London
— 23	Athena	Wark	Rangoon, for Bremen	Off Beachy Head
— 26	Belle of Southesk	Stranack	Singapore	Deal
— 26	Salado	Fey	Penang	Do.
— 24	Undine	Nickelsen	Rangoon	Cuxhaven
— 25	Mount Royal	Isaac	Akyab	Flushing
Aug18	Emily Flinn	Purcell	Shanghai	Callao
Sept23	Wildeman	Driest	Tjilatjap	Texel
— 24	Emilie	Lamke	Batavia	Brouwershaven
— 27	Charmian	Saunders	Manila	Falmouth
— 27	Alsen	Gronsch	Bangkok	Do.
— 27	Corinne	Ochiltree	Akyab	Do.
— 27	Robert Boak	Macdonald	Rangoon, for Bremen	Do.
— 24	Marian	—	Akyab, for Rotterdm.	Off Dungeness
— 24	Eudora	Knight	Do. do.	Do.
— 28	William and Anna	Osterstroom	Do.	Falmouth
— 29	Aboyne	Grant	Colombo	Deal
— 25	Stad Leyden	Vanderpoll	Batavia, for Amstdm.	Off Dartmouth
— 28	Indus	Hicks	Saigon	Plymouth
— 24	Overmann	Goettsche	Bassein	Bremen
— 28	Mary Warren	Lowe	Manila	Liverpool
Aug20	Marie Therese	Bonnefonds	Hong Kong	Surinam
Sept30	Leander	Petherick	Shanghai	London
— 30	Chinaman	Dunn	Foochow	Do.
— 30	Ann Dymas	Spence	Singapore	Deal
— 30	Black Prince	Ingles	Foochow	Do.
— 30	Kaleva	Quickstrom	Akyab	Falmouth
Aug18	Cary and Jane	Jensen	Hong Kong	Calao
Oct. 1	Fiery Cross	Becket	Foochow	London
Sept30	Asia	Windhorst	Rangoon, for Bremen	Off Falmouth
— 28	Manila 2	Kuhlken	Padang	Texel
—	Nimrod		Rangoon	Off Queenstown
— 29	Midas	Higgins	Akyab	Cuxhaven
— 29	Æolus	De Vries	Batavia	Brouwershaven

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Sept19	Sir R. Abercrombie	Anderson	Cardiff & Yokohama	London
— 16	Webfoot	Sturrock	Galle	Cardiff
— 18	Maria y Vicenta	Ormachea	Manila	Liverpool
— 20	Juno	Iversen	Hong Kong	Do.
—	Johannes Antonia	Withof	Batavia	Rotterdam
— 22	Ariel	Courtenay	Shanghai	London
— 22	Ocean Beauty	Watson	Colombo	Do.
— 21	Favorite	Cromar	Singapore	Newport
— 23	Palestine	Park	Colombo	London
— 17	Hindostan	Read	Galle	Shields
— 22	Halden	—	Do.	Liverpool
— 22	Flatworth	Oxley	Penang	Troon
— 19	Dunmore	Robertson	Do.	Alloa
— 18	Nieuw Waterweg II	Zwart	Batavia	Shields
—	Staatsraad v. Ewyck	Ham	Java	Nieuwe Diep
— 23	Ocean Spray	—	Batavia	Liverpool
— 26	Taeping	Dowdy	Shanghai	London
— 26	Star of Jamaica	Sack	Singapore	Do.
— 28	Niger (str.)	Jobbing	Singa., H.K., Shangi.	Do.
— 29	Olano	Laminaga	Manila	Do.
— 27	Glenallan	—	Shanghai	Glasgow
— 26	Parana	Jones	Singapore	Do.
— 30	Meggie	Southern	Cardiff & Singapore	London
— 26	Araballa	Raper	Colombo	Newport
— 29	Mary Ann Johnston	Leder	Ceylon	Liverpool
— 27	Loudon Castle	Thyne	Singapore	Glasgow
Oct. 1	John Banks	Reynolds	Yokohama & Nagaki	London
Sep.30	Harmonides	Jago	Yokohama	Liverpool

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At London.—For Yokohama: Eastern Queen, Jeddo. For Shanghai: Lahloo, Undine, Serica, Leander, Chinaman. For Hong Kong: Sir Lancelot, Drydens, Belted Will, Black Prince, Guinevere. For Manila: Pepita. For Batavia and Sourabaya: East Lothian, Archibald. For Singapore: Sea Snake, Hanover, Queen of Devon, Eleanor, Belle of Southesk. For Penang: Geffrard, Vanguard. For Colombo: Acacia, Derwent, Spirit of the North, Granville, Boyne, Susan Pardew. For Colombo, Hong Kong, and Yokohama: Clara.

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At Liverpool.—For Hong Kong: Magdalena. For Singapore: Ribbleton, Alfred, Carle and Auguste. For Manila: Hong Kong, Conchita, Rosa del Turia. For Batavia and Sourabaya: Craigie Lea. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Diomed (str.).

At Glasgow.—For Yokohama: Clydevale. For Batavia and Sourabaya: County of Bute. For Penang: Ulva.

At New York.—For Hong Kong: Benefactor, Nettie. For Hong Kong and Shanghai: Merriman. For Shanghai: Tavistock.]

SPOKEN.

Margaret West, Sourabaya to Amsterdam, Aug. 4, 12 N., 26 W.
Alcyone, Amsterdam to Sourabaya, July 26, 7 N., 27 W.
Helabb (?), London to China, Aug. 14, lat. 15, lon. 26.
Emilie, Batavia to Rotterdam, Sept. 9, 47 N., 11 W.
Finella (Brit. ship), Foochow to London, July 9, to the Northward of Sunda Straits.
Erna, Java to Falmouth, Aug. 16, 21 S., 1 E.
Clodian, Colombo to London, Aug. 9, 30 S., 12 E.
General Windham, Batavia to Rotterdam, July 24, 33 S., 30 E.
Johanna Augusta, Bangkok to Falmouth, Aug. 8, 32 S., 17 E.
Henrika, Foochow to London, July 19, 30 S., 43 E.
Elisa Elisabeth (Dut. barq.), Batavia to Falmouth, 35 days out, July 5, 28 S., 51 E.
Christina, Batavia to Amsterdam, 30 S., 41 E.
Yang-Tsze, Foochow to London, Aug. 22, 18 S., 2 W.
Francis A. Palmer, New York to Hong Kong, 33 N., 52 W.
Ceylon, Penang to London, July 27 (?), 5 S., 92 E.
Juanpore (ship), London to Shanghai, July 14, in the China Sea.
Argonaut (ship), Shanghai to London, July 30, 20 S., 114 E.
Burdwan (ship), Shanghai to London, July 24, 17 N., 113 E.
Helen Nicholson (ship), Shanghai to London, July 28, 12 N., 112 E.
Solent, London to Japan, Sept. 15, 33 N., 17 W.
Paul Johan, Rotterdam to Batavia, 16 N., 25 W.
Graafstroom, Liverpool to Batavia, Aug. 2, 19 S., lon. 36.
Bertha, Batavia to Hamburg, Aug. 18, 37 N., 40 W.
Portinscale, Liverpool to Japan, Aug. 18, 12 N., 38 W.
Othello, Sunderland to Shanghai, July 11, off Gaspar Island.
Competitor, New York to Hong Kong, July 6, 3 N., 27 W.
Finke, Senr. (Am.), Cardiff to Hong Kong, Aug. 15, 3 S., 30 W.
Peterborough, London to Shanghai, Aug. 10, 11 N., 27 W.
Martha, Hamburg to Hong Kong, Aug. 12, 14 N., 28 W.
Aerolite (Dutch ship), for Batavia, Aug. 7, 1 N., 28 W.
St. Paul, Shields to Galle, 15 N., 28 W.
Maria and Charlotte, Batavia to Amsterdam, Aug. 4, off St. Helena.
Adinis (?) (barq.), Liverpool to Japan, Aug. 17, 13 N., 28 W.
Fleedutch (? Sliedrecht) (Dut. barq.), Sunderland to Batavia, June 12, 17 N., 25 W.
George Becker, Bristol to Hong Kong, 48 N., 7 W.
Bloodhound (?), Manila to London, Sept. 24, 48 N., 12 W.
Herald of Light, Cardiff to Amoy, Aug. 2.
Auguste Frederick, Newcastle to Singapore, July 18, 10 N., 23 W.
Nyverheid (Dut.), Cardiff to Batavia, Aug. 18., 6 S., 31 W.
Tortollas (German), Bangkok to Falmouth, Sept. 9, 40 N., 44 W.
Tinnevelly, Shields to Galle, Aug. 18, 12 N., 27 W.
Faiwhan, for Singapore, Sept. 16, 49 N., 22 W.
Chanticleer, London to Amoy, Aug. 24, 10 N., 26 W.
Rose, Colombo to Belle Isle, July 22, 36 S., 21 W.
Golden Dream, Batavia to Amsterdam, Sept. 9, 38 N., 43 W.
Joseph Bowers, London (?) to Japan, 100 days out, June 15.
Albany, Clyde to Hong Kong, Sept. 19, 46 N., 16 W.
Eclipse, from Manila, July 21, off Alegont Bay.
Anthony, Batavia to Amsterdam, July 31, 31 S., 14 E.
Sadowa, Cardiff to Singapore.
Johannes Christina, for Batavia, Aug. 5, 21 S., 33 W.
Ziba, Foochow to London, Aug. 14, off Cape of Good Hope.
Nation's Hope, Java to Falmouth, Aug. 28, 14 S., 11 W.
Adelaide, Saigon to Bremen, Sept. 3, 2 S., 21 W.
Louisa Meyer, Batavia to Rotterdam, Sept. 13, 16 N., 33 W.
Esperanza, Manila to London, Aug. 29, 22 N., 30 W.
Lorton (bq.), of Liverpool, Manila to Queenstown, July 7, 29 S., 42 E.
Souvenir, Nantes to China, July 16, 9 N., 22 W.
Aline, Cardiff to Singapore, Sept. 17, 48 N., 12 W.

FREIGHTS AND CHARTERS.

Freights to the Eastern ports are still dull, and tonnage is plentiful; coal freights from the Northern outports remain firm, and rates in some instances show a further advance on last issue's quotations.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £45. For Hong Kong: £36. For Singapore: £26. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 7s. 6d. For Shanghai: £2 8s. For Hong Kong: £1 18s. For Manila: £1 14s. For Singapore: £1 7s. 6d. For Galle: £1 2s.

The Admiralty have invited tenders for the conveyance of the following stores from the Thames:—5 tons (meast.) clothing, 4 tons (meast.) navy medical stores, 9 tons (meast.) transport bedding, and 16 tons (meast.) carriages and fire engines, &c., for Hong Kong; also 5 tons (meast.) small timber and clothing for Colombo.

CASUALTIES.

Advices from Amsterdam, dated Sept. 21, state that the Onrust Weissenbruch, from Cardiff to Hong Kong, arrived in the Straits of Sunda, July 31, with loss of stanchions, &c., having encountered heavy gales in lat. 43 S. lon. 36 E.

The Flatworth, Oxley, which sailed from Troon for China, Sept. 22, arrived at Falmouth on the 30th, with loss of sails.

MISCELLANEOUS.

Off Ascension.—Aug. 26, Maraquita, from Singapore, for Liverpool; 28, St. Dunstan, from Japan, for New York; 29, Koning Willem II., from Batavia, for Amsterdam.

At St. Helena.—Aug. 17, Elisabeth and Jacoba, Zwaneveld, from Tjilatjap, and sailed for Amsterdam; Franklin, Burseley, from Manila, and sailed for New York; 18, Alice Graham, Taylor, from Colombo, and sailed 19 for London; 21, St. Magnus, Hake, from Saigon, and sailed 22 for Bremen; Mary E. Ray, Laker, from Colombo, and sailed 22 for London; 22, Fop Smit, Metz, from Batavia, and sailed for Rotterdam; Chinaman, Dunn, from Foochow, and sailed for London; 23, St. Aubin, Le Coulon, from Batavia and sailed 26 for Amsterdam; 24, Elizabeth, Storm, from Batavia, and sailed 25 for Falmouth; 25, Juno, Stokhuizen, from Sourabaya, and sailed for Amsterdam; Kirkland, Colledge, from Bangkok, and sailed for Falmouth; 26, Willem Poehman, Pfaff, from Batavia, and sailed 27 for Amsterdam; Medea, v. Teuten, from Batavia, and sailed for Rotterdam; Southern Eagle, Pierce, from the Philippines.

Off St. Helena.—Aug 22, General Havelock, from the Philippines, for London; 19, Fiery Cross (ship), from China, for London.

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The usual Mail for Alexandria, leaving Marseilles on the 29th of October, will correspond with the Meinam. No transhipment at Galle.

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Shanghai ...	Leander	A1 16 yr.	E.I.D.	Oct. 17
Do.	Forward Ho	A1 17 yr.	E.I.D.	To follow
Kanagawa...	Eastrn.Qeen.	A1 13 yr.	W.I.D.	With des.
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Do.	Min.....	A1 13 yr.	E.I.D.	To follow
Hong Kong..	Guinevere (new)	A1 16 yr	E.I.D.	Oct. 10
Do.	WemyssCstl	A1 14 yr.	E.I.D	To follow
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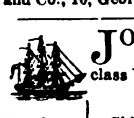

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Do.	Granville...				To fol.
Bombay ...	Hero	A1 10 yr.	666	E.I.D.	Oct. 15
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With despatch.

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Printed for the Proprietors by Richard Kinder, Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 5, 1868.

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PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 293.] LONDON, THURSDAY, OCT. 8, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo			
Yedo			
Yokohama	June 5	July 23	Aug. 11
Nagasaki			
Hakodadi			
CHINA — Peking			
Tien-tsin			
Chefoo	—	—	Aug. 10
New-chwang			
Hankow	—	—	Aug. 16
Kiu-kiang	—	—	Aug. 17
Chin-kiang			
Shanghai	—	—	Aug. 19
Ningpo	—	—	Aug. 18
Foochow	—	—	Aug. 15
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	July 18	Aug. 24	Aug. 25
Canton	—	—	Aug. 24
Macao	—	—	Aug. 24
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	Aug. 27
MALACCA STRAITS—			
Singapore	July 31	Sept. 1	Sept. 3
Penang			

THE MAILS, &c.

The next inward P. and O. mail, with Hong Kong dates to 4th Sept., will be due in London on Monday, the 19th inst. Telegrams in advance of it were published in our last.

Telegrams *via* Galle, in advance of the succeeding mail, leaving Hong Kong Sept. 17, were received on the 6th inst., and will be found in another column. *Via* Kiachta, the latest dates from Shanghai are to the 16th Sept, received in London on the 7th instant (yesterday).

The outward French mail this month leaves Marseilles on the 19th, as usual, as the arrangement for despatching it on a fixed day of the week will not be complete until next month.

The new Malta and Alexandria cable has been submerged, and is now in successful operation.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Said, arrived at Marseilles 6th October.—From Yokohama: Mr. Verrat. From Shanghai: Messrs. Hubant, Blanchard, Lambert, Barret, De Montenard. From Hong Kong: Messrs. Bragas, Arpal, Maders, Morlat, Moroti, Ortega, Lanza, Yerquierdo, Garcia, Montal, Ganuda, Riesco, Valesco, Gunitana, Vedez, Munoy, Permas, Gobairni, Dell Valle, Aras, R. Garcia, De Gendus, Baricol, Ouri, Voquita, Mdme. Romeu, Mdme. Canayare and child. From Saigon: Messrs. Bareil, Ansart, Baudrois, Hildebrand, Mesdames Laudoin, Stephan, Rayet, Tiperand, Chabirand, Mdme. Dupuy and two children. From Batavia: Messrs. Van Taalmann, Hora-Siccomor, De Geloes, Moorman, Charron, Colonel Verspyck and family, Mr. and Mrs. Sharten, Mr. and Mrs. Martin, Mr. and Mrs. Barlyn and child, Mr. and Mrs. Charlie. From Singapore: M. Moteron, Mdme. Beruct and child. From Galle: Messrs. Allen, Mitchell, Stevens, Verleure, Gernigon, Kiedberger, Laroisier, Mr. and Mrs. Hancock.

Summary of News from the Far East.

JAPAN.

The French mail just delivered brings no news of importance from Japan.

The *Japan Gazette* says the disagreement which has been looked forward to as likely among the Southern Daimios is at length tending to break out; that Choshiu is on the point of withdrawing to his province; and it gives the following translation from Japanese newspapers published in Yedo, as explaining the motives for his defection. Tosa is also said to be wavering. Up North, says the *Gazette*, a band of Choshiu's men have orders to return home, but the officers of Satsuma will not allow them. They are divided into small numbers, and remain distributed among the ranks of the other Daimios.

"Remonstrance addressed in the third month (April, 1868) by the rifle brigade of Choshiu (Ki hei tai) to Arisugawa Mia on three subjects: That the Emperor himself goes to the Quanto to inflict punishment is not right. By his departure he will not only cause great anxiety to all people, but everywhere in the whole country, although in profound reverence all sorts of things, good and bad ones, will be said about him. If the idea of his departure is therefore not abandoned, very soon the commencement of a terrible excitement will appear in the country. If the foreigners are invited to the Imperial Court, who will be the man, when the time for expulsion has come, to employ his energy for this purpose? Therefore it is not right that the foreigners are admitted to the Dairo. The government of the empire must be given back to the house of Tokugawa; the princes shall consult with each other on the subject of some abuses, but nothing else ought to be altered. To this government (of the Tycoon) to which the people have been accustomed for more than three hundred years, they still are devoted in fidelity and obedience; even if it were said that the old Imperial Government was to be reinstituted as in former ages—and or if the government offices were filled with Daimios Kuges, it would be a vain trouble, the people would never submit to them. If this state of affairs lasts, the time will come when the princes refuse to obey the orders of the Emperor, and will entrench themselves in their provinces to the ruin of the country. Therefore the government ought to be returned immediately to the family of Tokugawa. If this is not done disorders will arise immediately, and the restoration of peace will become an impossibility."

(FROM A CORRESPONDENT).

YOKOHAMA, Aug. 9.

The political situation remains unchanged. Matters at Yedo have quieted down a little, and, as you will see by the *Times'* summary, the British Legation have ventured back in the persons of Messrs. Adams and Saton.

The Southerners occupy the city, and unless some quite unlooked for event happens they are not likely again to be disturbed; I hope to be able to visit it during the coming week, and if successful will give you a sketch of its present condition.

I have just returned from a tour in the inland sea and neighbouring territory. My tour included visits to Osaka, Kioto, Hiogo and Kobe. The recent floods have destroyed one bridge and considerable property in the first named city, but beyond that and some interruption to trade in the interior, through the accumulation of water on the roads there has been no material damage.

The foreign concessions in Osaka and Kobe are being raised, graded, and put in readiness for the approaching sale of lots, which is announced for the 25th inst. The bidding is likely to be spirited.

Trade here, and indeed throughout Japan, is suffering from the effects of long continued civil war, and fears are entertained in commercial circles of further distress and failure.

YOKOHAMA.

A correspondent of the *N. C. Daily News* writes:—"There are some strange rumours afloat, but which are believed to be true. It is said that an appointment of Inspector of the Japanese Navy and another of Commander-in-Chief of the Japanese forces have been created and given to two Americans, the names freely given but not published. Yesterday it was current that the French had hauled down the Japanese flag at the Dock at Akoski, and taken possession of the place, holding the same as a material guarantee. I doubt the hauling down the flag, but it is well known that the French want a large overdue sum on these works, and they will hold, if they do not now, the property for due payment.

"At Hiogo things seem unsatisfactory. The Government have called upon the bankers to provide 240,000 boos, and give them paper money in exchange, redeemable in thirteen years. The

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Government then say they are so poor that they cannot receive their own paper money for duties. The bankers have to grin and bear; the paper currency is at 15 to 18 per cent. discount. A notice prohibiting the sale of rice to foreigners has also been issued. The merchants here seem dissatisfied with the present rule, and say the Government seem disposed to treat foreigners with disrespect, and to throw obstructions in the way of commerce.

"They do things in a wise sort of way here. There is an amusing advertisement in the paper—amusing because of its extreme absurdity. The Postmaster says, on and after this date (6th August) not less than one dollar's worth of postage stamps will be sold. Fancy a poor widow going to St. Martin's-le-Grand to post her pen'orth to her son, and being told that she could have nothing less than 4s. 2d. worth of stamps.

"Great complaints are made of the inefficient working of the Customs' service under the new *regime*. The removal of experienced men, in favour of adherents of the Southern daimios, partially accounts for the difficulty. The *Japan Times* strongly advocates the introduction of foreigners into the service, as in China; and the idea is said to find favour. Aidzu and the northern party hold the new port Nee-e-gata? But an expedition is being fitted out against it. Nothing has yet been heard of the party who went in the *Albion* to open this port. The position of the new Government seems gradually improving. An important reform in exchange has been introduced; the Government will in future take foreign coin at the rate of 293 itziboos to the 100 dols. The effect of this will be to check speculation in native coin, and to obviate the inconvenience constantly felt from the high rate demanded. A fair business has been done in tea at fluctuating rates, with a tendency to rise."

Mr. E. Hepple Hall has completed his sketching tour in Japan, and intended to leave for San Francisco and New York by the next Pacific mail steamer. He has succeeded beyond his most sanguine expectations in getting views, descriptive sketches, &c., suitable for his undertaking.

CHINA.

—o—

CHINGKIANG.

There is much trouble at this port, in consequence of local officials interfering with the opium trade in foreign hands. Their action is said to be chiefly owing to the intrigues by the Chinchew men, who are trying to thrust foreigners out of the market, and to get a monopoly of the opium business for themselves. It is said that those are the only men allowed to sell opium on shore in Shanghai, the war-tax being used as a means to stop any competition.

SHANGHAI.

Dates from this port are to the 19th August, four days later. The following items of news are from the *North China Herald*:—

We hear that the Viceroy of Fohkien and Chekiang has memorialised the Emperor in the same sense as the Viceroy of Nanking, as regards mines. He thinks they ought to be opened.

H.M. *Salamis* brings down glowing accounts of sport in the Amoor. She and the *Rodney* caught 1,000 salmon between them in one day. The story savours of Barnum, but we believe we may give it as a fact. The shooting, too, compares favourably, we hear, with the fishing. The misfortune is that the Amoor is too far off for most people.

We hear that the *Acorn* is to be paid off, and the naval hospital establishment at Shanghai abandoned. After buying the wharf premises, Government entertained an idea of not using them, but of making Yokohama the head-quarters. This notion has, however, been abandoned, we hear, and the Shanghai naval yard will be made the chief naval depot in these waters.

The *Recorder* recently said, "In Mr. Hart's removal to Peking, the head Customs' Department is transferred to that place; in Mr. Hockley's recent appointment, the Harbour-Master's Department goes also to the capital." Our contemporary is mistaken; the Marine Commissioner's head-quarters will be at Shanghai; so that department will be less dependent on Peking than when it was part of the Customs' service, and its only head was the Inspector-General. Not that the change will make much actual difference, for the latter will still wield predominant influence over it.

The roof of one of Messrs. Bull Purdon's godowns fell in on the 16th August, fortunately without injuring any person, or, we believe, much damaging the goods stored in it.

We hear that a new steamship company, called "the North China Steamer Company," has been formed, with a capital of Tls. 300,000, in shares of Tls. 50 each. The new company takes over Messrs. Trautmann and Co.'s steamers and wharf property, and intends to purchase two or three more vessels.

The *Recorder* says:—We hear that the officers of H.I.M.'s gunboat *Forfait* made arrangements for the men to land at Chefoo on the occasion of the Fete Napoleon, and that Mr. Viguier, the Inspector of Lighthouses, told the captain that he could not land armed men without the consent of the Commissioner of Customs. We imagine the intimation did not have much effect, but it is interesting as showing the lengths the Custom-house officials are willing to go.

We were glad to hear that we were not mistaken in our idea that Vice-Consul Markham would not allow the proclamation prohibiting the country people to supply provisions to foreigners to pass. In consequence, as we are informed, of representations made by him, the Taoutai has at length issued another notification stating that by Treaty foreigners are allowed to travel into the interior for the purposes of trade or pleasure, and are, therefore, entitled to every assistance from the authorities and people; and calling upon them to render such whenever required. We are informed also that a party of foreigners are making the diggings pay well, clearing about two dols. a day each. Strangely enough, the Chinese authorities do not object so long as they only wash for gold, but will not allow them to dig.

The *Supreme Court and Consular Gazette* has the following able article on the proposal to establish an Appeal Court for China, Japan and the Straits:—

"Our contemporary the *Hong Kong Daily Press* recently called attention to the want which is felt in many directions of some competent Court of Appeal from the decisions of the Supreme Court here and at Hong Kong, and has given sundry cogent reasons why such an institution should be established, as well as a suggestion as to the mode in which the remedy of the present state of things should be applied.

"With the reasons advocated by our contemporary we in the main agree. There can be no question that the existence of such a Court would work much good, both to the legal profession and also to the public. It must very frequently happen that a judge, whose duties are of so varied a character that he has to decide cases in almost all branches of law, would feel it to be a grateful relief from the sense of the responsibility which devolves upon him, if the means were at hand for an appeal from time to time to be made from his decisions, so that when, as will happen occasionally even with judges, he feels in doubt as to the correct view of a given question, he will be certain that his judgment will not work any serious injustice. As matters now stand, with the terrible expenses and delay attendant upon an appeal to the Privy Council, many decisions which may be open to question have to pass as final, and, what is of no small importance both to the public and also to the legal profession, the opportunity of establishing precedents, which would form useful guides in future cases involving points of mere local application, is entirely lost.

"It is not desirable upon grounds of public policy that the means of appeals from the decisions of a legal tribunal should be too easy; as this is likely to foster a spirit of litigiousness, which may tend to prolong the inconvenience and expense, and at times the ill-feeling, inseparable from disputes of all descriptions. In cases, however, where the amounts at stake are large, or the points at issue of importance, it is to the advantage of all that the means of appealing should be reasonably accessible. It has been suggested that probably a less important and consequently less expensive tribunal at home than the Privy Council would be suitable for this purpose; and that it might be desirable if an appeal should lie from the courts in Shanghai and Hong Kong in the first instance to the tribunals at home which ordinarily decide such cases as are the subject of such appeal. Thus, Admiralty cases could be referred to the High Court of Admiralty at home, commercial cases could go forward to the Queen's Bench, and equity cases might be carried into Chancery. This scheme, although it bears a certain appearance of desirability, would not, we think, be the most suitable; as, while the expenses and delay would be by no means inconsiderable, the probability is that in many instances further appeals would be made to higher tribunals.

"The suggestion thrown out by our Hong Kong contemporary of a meeting of the judges at Hong Kong once a year is probably the most practical; but it would be well to include the colony of Singapore in the number; both for the advantage of the residents there and also to secure the services of one or two additional judges. By this means a Court, consisting of the three chiefs, might easily be secured; and it is unlikely, except in rare cases, that the decisions of such a body would go far wrong. The expenses attending the institution would be small, and of course would be reduced by the fees that would have to be paid by the suitors; while the advantages which would be gained to the public both directly in the decision of their cases, and indirectly in the improvement in legal administration, which would naturally result, cannot well be over-estimated."

HONG KONG.

From this port we have four days' later news, the French mail having left on the 25th August. The outward mail of the 18th July reached Hong Kong on the previous day, with London telegrams to the 24th July. There is no local news likely to interest home readers, with the exception of an announcement issued by the Post-office, extending the money order system to China and Japan, the advantages of which are thus described in the *Daily Press*:—

The *Gazette* contains a notification signed by the Postmaster-General, to the effect that on and after the 1st October next, money orders, payable at any specified money order office in the United Kingdom, will be issued at Hong Kong, Shanghai, and Yokohama for amounts not exceeding £10. Current rates of exchange will prevail, and a charge by way of commission varying from 1¼ per cent. on a sum of £2 sterling, to 1 per cent. on a sum of £10 sterling will be levied to cover, it is presumed,

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the expenses of the office. An order may be had for so small a sum as five shillings, or if specially desired, as a curiosity, for the sum of one penny, the only limit in that direction being that orders for fractional parts of a penny are not to be indented for. As, however, the commission on the penny order would be sixpence, it is hardly to be supposed that the Postmaster-General will often be troubled for so trifling an amount. Sums of five, ten, fifteen, and twenty shillings will, however, be frequently remitted through the Post-office, for the purchase of books to be sent out by post, for subscriptions to magazines and periodicals, or as presents at Christmas and birth-day times, from anxious parents to eager little boys and girls at school. The local banks have granted bills for sums as low as two pounds sterling, but then only on London. It is difficult, if not impossible, to draw on Edinburgh, Dublin, or Liverpool, even for large amounts. There are thousands of little things residents in China and Japan would like to have sent them from England, if only there was a convenience for sending home the small amount requisite for the purchase. We all have not got London agents, nor do we all want to remit large sums of money. How few of the many in Hong Kong, Shanghai, and Yokohama have their homes in London at all. Some address to their friends in the north of Scotland, some in the far west of Ireland, beyond the limits of civilisation; others, again, to some quaint village on the coast of Cornwall. A remittance now to any of these places must be for a respectable amount and by a bill on London, which, when it arrives at its destination, must be discounted at a loss of money and time, and may have, perhaps, to be sent to London at considerable expense. Under the new system we can have our choice of 3,700 and odd post-offices, scattered all over the United Kingdom, on which to draw, and in all probability the postmaster or postmistress who hands our letter to the addressee will be prepared to honour our little draft on the spot. Local charities will profit by the extension of Post-office orders to China. Little boys and girls will rejoice thereat, and give our Postmaster-General (if they only knew him) all the honours of a hearty cheer. Poor relations, and we all have one or more, will benefit by the change, and we residents in the East will profit more than all the rest, because after the first of October next there are fifty little things, not to speak of books and pamphlets, the Post-office will bring us, which it could not have brought us before, because there was no way of sending the trifling amount requisite to purchase these little things, and enable our friends to obtain and forward them on.

The offices at Hong Kong, Shanghai, and Yokohama will not draw on one another—at least the notification in the *Government Gazette* is silent on the point. This is to be regretted, although, doubtless, good reasons can be assigned for it. There are many occasions when it is desirable to remit small sums from one port in China to another, and from inquiries we have made it appears very certain that the Chinese would largely avail themselves of the privilege, if granted them, of remitting from port to port through the Post-office. Perhaps in time Mr. Mitchell will see his way to the desired extension of the system. At present what is done must be looked on in the light of an experiment. When the new offices get well into the system, and learn to work freely and beneficially with the old-established offices in England, they may then extend the limits of their operations and work with one another, and with the offices in Australia and New Zealand.

The following curious circumstance is reported by the *China Mail*:—

"A curious freak or delusion, which nearly resulted fatally to two gentlemen, was indulged in by an old resident on Saturday night. Mr. James Brooks, auctioneer, who has been confined to his room for some days, it appears addressed two chits to Mr. Jarman (Assistant Superintendent of Police) during Saturday, which, from their rambling nature, led to the conclusion that all was not right. About half-past eight o'clock, therefore, Mr. Jarman, having known Mr. Brooks for very many years in the colony, proceeded with a friend to visit the sick man. On reaching the door of the house some difficulty was found in gaining admission, the servants appearing to have had orders to keep the doors fast and allow no one to enter. The door was ultimately opened, however, when the first object that caught the gentlemen's attention was Mr. Brooks himself, in dishabile, leaning over the banister and pointing a small Smith and Wesson's revolver straight down towards the entrance door. Somewhat taken aback by this reception, Mr. Jarman and Mr. Thompson, chemist (the gentleman who accompanied the assistant-superintendent), called out to Mr. Brooks, but were threatened in a most remarkable manner by the latter, who, it was now evident, was labouring under some terrible delusion or aberration of the brain. Brooks dared them to advance, and while this parley appears to have been going on, fired a shot which, passing close to Mr. Thompson's head, lodged in Mr. Jarman's left shoulder. Another shot was fired, which hit no one; and Mr. Thompson then ran for assistance, while Mr. Jarman rushed up and disarmed the temporarily insane auctioneer. Two police inspectors were speedily on the spot, and Mr. Brooks (who by this time was materially calmed down by the foolish act he had committed) was removed to hospital, on his way to which the poor man repeatedly expressed his sorrow for having attempted the life of so old a friend as Mr. Jarman was. Failing Dr. O'Brien, Dr. Kauffman was at once procured to attend to Mr. Jarman's wound, but happily it was found to be one of by no means a serious nature. The pistol pellet had entered behind the left shoulder and lodged a little way down amongst the shoulder muscles, so that considerable difficulty would be experienced in removing it. It was therefore resolved to leave it alone, as no danger whatever was likely to arise from its presence. We learn with regret that Mr. Brooks is not improving in the hospital, and that the feeling that he has injured an acquaintance who was endeavouring to do him good is also pressing upon his mind. It is said that recent misfortunes have had a large share in bringing the poor fellow into his present unsettled state."

A VISIT TO THE PEKING COAL DISTRICT IN THE SPRING OF 1868.—*(Continued.)*

On May 2nd we reached the hill of "Great Rest," Ta an shan, a busy little town high up among the mountains, and showing signs all round it of mining activity. The coal here produced is all of the red kind, by which is meant, as before explained, good anthracite coal, burning with a bright red appearance, and leaving little ash and no clinker. This coal is carried down the hill eight miles to Hung-mei-chang (where there are depot keepers established), on the backs of mules. The name Hung mei chang, is, literally, red coal establishment. Thirty-five miles have to be traversed from this point to the south-west gate of Peking, Chan-gi men. Here camels travel during all the year, except in the four hot months of summer. The camel is in North China a most valuable beast of burden, because of the great weight he carries, and the inexpensive nature of his food. He costs no more to keep than a mule, and bears twice as heavy a load. But though something is gained by the use of camels, the coal before the time it has reached Peking is very dear, and costs a little above two pounds of English money per ton. The advantage of tramways here would be immense. The diminution in prices of common articles occasioned by a railway system would yield intense satisfaction to Peking house-keepers, who would then be able to burn excellent coal for less money than they now give for the most inferior qualities.

Some donkey boys showed us the hills. The coal cropped out in many parts on the surface. Wherever it was possible terrace cultivation was carried to great perfection. Small millet was being sown on the lower grounds and panicled millet on the upper. Both kinds have a yellow round seed, like what we should call bird seed. The former is taken boiled, and is one of the commonest articles of diet in North China, holding the place of white rice in the south. Potatoes and the Chinese yam are also planted early in May; the sweet potatoe is not suited to mountain soil, it prefers the plain.

A coal dealer from the city of Tsi-nan, in Shantung, with whom I conversed at our inn, complained of the dullness of trade. The price of fodder has been very high for some time, through the drought of last year and the entire failure of the wheat crop. This has greatly increased the expense of mule conveyance.

To reach Chai-tang from Taan-shan we needed to cross a broad mountain shoulder for eight miles to Liang cha keu, "the stream of the double fork." We were two thousand feet above the plain along this piece of road, and had the opportunity of noticing that in every favourable part the labour of the agriculturist was visible even to the brow of the mountain. There was a profusion of broom blossom on the way. Down in the valleys in many spots were signs of mining. The name of the pass is Mei-wo-ling, "Pass of the coal nest." As we came to the northern end we saw the origin of this name. A cluster of villages appeared in the upper part of the valley, by which we were to descend, and their united name was Mei-wo, "coal nest." The anthracite is of the same kind as at Ta-an-shan.

At Liang-cha-keu we were at the junction of two roads with the Chai-tang road. Of these, one was that we had just traversed, and the other, more to the south-east, leads across the mountain shoulder called Ta-ho-ling, "pass of great harmony," to Men-teu-keu and Peking.

We now entered the Chai-tang valley, and proceeded five miles to the town. Across the valley, half a mile from the point where our road entered it, is a Roman Catholic village of forty or fifty families, who are visited by a native Catholic priest once a year. A schoolmaster there whom we met knew something of the Christian doctrine; at least, he knew the Ten Commandments in the Romanist form, which omits the command "Thou shalt not make to thyself any graven image," and divides the tenth into two. But he had not received baptism. What he knew he had learned from the Hwei-chang of the village, a lay elder who, in the absence of the priest, gives instruction. This order of elders is of great use in the Romanist system. How could faith live at all among these villagers visited only once a year by the native priest, and not at all by the foreigner, without this institution?

South from Chai-tang up the Kin-wo valley lie the principal bituminous coal mines, which have hitherto been kept open by the demand for coke. Coke is used in the Imperial Glazed Tiles Manufactory, and in melting iron cash. At present, in Peking, the useless heaps of iron money, amounting to hundreds of tons, are gradually being made into useful iron articles, as ploughs, hoes, stoves, and pans. At several of the establishments where Su-shun and others, fifteen years ago made iron cash, with so much energy and so little profit, as a financial measure to save the State, the manufacture into these articles is now proceeding, but it will

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be a task of many years to exhaust the vast collections accumulated.

The call for coke to make glazed tiles for the tomb of the present Emperor's father has been great, and still continues. This, with the prospect of an extensive foreign demand for coal at Tientsin, has occasioned the opening of some new pits on the right and left of the stream running down the Kin-wo valley.

On the left at one of the old pits, Pau-hing, we found ten men at work, who produce two tons in a day of twenty-four hours, working day and night. The coal produces half its weight of coke, and in this respect comes short of the pits on the Chai-tang side, where 60 per cent. of coke is obtained. A new pit adjoining it has been just opened and dedicated to the deities of alchemy and riches, and the local guardians of the neighbouring hills. The God who is supposed to preside over alchemy, and to be specially interested in coal mines, is no other then the philosopher Lau-kiun, whose followers, four hundred years after his death and a little before the Christian era, originated the science and imposture of alchemy together. How astonished would this profound thinker be, whose speculations were so ethereal and so far removed from the ordinary life of men, were he to return to life and find himself adored as the presiding genius of a coal mine. Alchemists cannot do without combustion, and he was the intellectual founder of the Chinese alchemy, and therefore had a better claim than anyone else to be made into the God of combustion. This syllogism he would not have been able, with all the depth of his reasoning, to think out for himself. Nor would he have been less astonished if he had returned to life in the West, in the era of the Arabian caliphs, and found the alchemy of his disciples transferred to Spain and the rest of Europe, and exercising a powerful influence on the western Mediæval mind, leading to the introduction of gunpowder, and sowing the germs of modern chemistry.

The coal appears to be inexhaustible on both sides of the Gold Nest (Kin-wo) Valley. The coal here is not tilted into vertical seams; but three miles to the north, nearer to Chaitang, where more coke is obtained per hundredweight, the seams are vertical, or nearly so.

We next day followed the Kin-wo Valley to the village of Malan, where the scenery becomes very picturesque, and the valley assumes the usual westerly direction. There are many substantial houses in this village, the owners of which have connection with the Kin-wo mines. The houses, as usual, are built round a square court, into which all the windows look. On the walls of one of these houses, into which we were invited, we saw not a few engravings pasted, which were cut from the *Illustrated London News*. Past this village the valley rose, and our road took us over a moderately high pass into another valley, where we proceeded towards the Ta-tsau mine, a red anthracite pit of great value. The coal is used in smelting raw iron, and was much used when the ironworks at Tsing Shui were in operation. The coke made from it is mixed with that of bituminous coal for use. The advantage gained in the employment of anthracite coke is in the greater weight of coke that it yields per cent. It produces seventy pounds per hundredweight.

Agriculture flourishes in these beautiful valleys. Beside the four kinds of millet, with potatoes and yams, all the usual fruits of North China except the soft apples are found here. Walnuts, peaches, pears, hai-tang (or Siberian crab), plums, apricots, Chinese date (a sort of plum growing on a prickly tree), and hard apples. The lack of soft apples seems to be connected, like the want of the white-barked pine, with the absence of lime. Wheat and hemp are also grown. Inundations, when they occur, do great harm to the autumn crops. In the valleys which are narrow the water often rises ten feet. Where the valley is broad, as at Chaitang, it reaches three feet. These heavy inundations occur once in about thirty years. The latest crop sown is buckwheat, which follows hemp, as hemp in its turn has followed wheat.

The country round Chai-tang is all sandstone, but we were told there was lime, and the lime used in cement was a visible proof of it. We went in search of lime in order to solve this mystery. We were told there were lime kilns, and a short walk from the west village brought us to a valley running down from the north. Here at intervals we saw broad and deep pits used in burning lime. The whole valley was strewn with stones, worn into pebble shape, and a large proportion of them lime. The lime made consists exclusively of these pebbles, and it is excellent in quality. Were it not for the distance, it would be in demand at Peking. We asked where the pebbles where supposed to come from. The people of the lime kiln valley answered at once from the limestone formation, five miles to the northward, and itself ten miles wide. Doubtless this is an extension of the limestone crossed at the opening of the Nankeu pass, thirty miles north-west of Peking, on the route to Kalgan and Russia. The lime is burnt in the pits for six or seven days. The pebbles are placed with coal in alternate layers to the number of six or seven, or more if required, according to the depth of the pit and the wish of the workmen. A fire of wood is kindled below.

Near this valley is a clay-pit, from which the Tsing-hwei, already alluded to, is taken. This clay is superior to that found near the outlet of the Hwun ho from the hills, being softer and more easily dissolved in water. Beyond this black or blue clay is a bad anthracite, which begins 60 yards from the entrance of the pit.

The next day, May 6th, we visited the iron-stone hill at Tsing shui, five miles from Chai-tang. This has been only worked of late years during the iron-money delusion in the reign of Hien feng. Over the valley, where the road to the iron-stone lies, are scattered pebbles of porphyry, basalt, green sandstone, and limestone. There were extensive alluvial beds of rubble, mould, and pebbles. The iron-stone we found to constitute a mountain, on the sides of which were several superficial pits, from which the stone has been taken. The stone has been picked out with axes, to the depth at most of 20 feet, and taken to the smelting furnaces at Tsing-shui. Here Shan-si workmen, accustomed to the working of iron, were employed for as long as the unfortunate mania for iron cash lasted. The stone yields about 25lbs. per cwt. of iron. The iron was worked for six years, from about 1854 to 1860. Close to the iron-stone hill is a coal mine of the finest bituminous coal, which, on account of its long bright flame, brings a better price than even the Chai-tang coal. It is used at present in the imperial glazed tile manufactory.

The mines are private property, and the coal is bought by the Government by contract. No custom or duty is levied on coal. The only expenses connected with the opening of a mine are a small payment of from three to five pounds, to be distributed among the servants of the Yamen in Peking, which grants a sealed certificate to openers of mines on application. The landowner opens the mine himself, or, as frequently happens, lets it to a gang of workers, from four to ten or more in number, who pay an annual rent.

Two or three persons at Chaitang came to have conversation on the subject of Christianity. But the minds of the people are not open to much impression at present. Idolatry has on them more the hold of custom than of conviction, and like their own superstitions, religious truths derived from revelation, are at first hearing viewed as unimportant. The remarkable State document of Tseng-kwo-fan recently presented to the Emperor exemplifies the view taken of Christianity by the native mind generally. It is regarded as a thing that is good because of its morality, and can do no harm by its doctrine of the supernatural. Its reception by a part of the population is, they think, not likely to affect the Confucian system, and its followers need not be proscribed.

In returning we chose the route by Ta-ho-ling, leading to Men-teu-keu, where the largest part of the coal consumed in Peking is found. On the way we heard much of the wild animals which abound on these hills. They frequent the uninhabited parts, and roads which lie where there are no villages are not safe for single travellers. Wolves come down at night to the villages and carry away pigs and dogs. The number of dogs destroyed by wolves is very great. Tigers and leopards are also found. The people say that the tiger was invested with the dignity of king of beasts by the celebrated Emperor Kwang-woo, of the Han dynasty. Since that time it is fabled that this beast bears on his forehead three horizontal strokes and one vertical crossing them in the middle. This is the character Wang-king.

The valley route from Ta-an-ling is very beautiful, and there is a magnificent prospect from the top of the pass itself. The valley by the extension of the coal traffic has become thickly inhabited, and we found villages occurring at intervals of a mile. As we descended we noticed the abundant growth of shrubs on the mountain sides. Every spot was green except the facings of rock, which could not become attachments for vegetation. The villages are here very picturesque. Roofs of slate bordered by pantiles, old-fashioned low gables, crowning high white-washed walls, of stone, brick corners, and square windows formed a very pretty-looking rural architecture. What a contrast to the mud villages on the sea coast, where nothing pleases the eye, and whose poverty-stricken appearance gives a too low idea to the newly-arrived traveller of the civilisation of the country.

Crossing another pass we came in sight of the Hwun-ho, and had described to us the manufacture of sand pottery, made in a village, the roofs of which we saw far below us. It is formed of ordinary brown clay and a black clay found near coal. These constituents are mixed in equal quantities. The potter's wheel employed is made of the wood of the saphora tree. The ware produced, when in the form of small saucepans, is as thin as a leaf, and enables the natives to procure boiling water with very little firing and in a very short time. In the form of pans and basins the ware is half-an-inch thick. Both kinds stand the fire, and with care are kept in use for a long time. It is cheap and efficient, and therefore popular with the Peking housewives, who, in their poverty, are fond of buying cheap things often rather than what costs more money and, being less fragile, is more economical in the end.

At Wang-ping-keu, the pass just mentioned, there are several kinds of coal,* which are varieties of anthracite, some in vertical seams and some in horizontal.

Proceeding to Men-teu-keu we admired the scenery of the hills as they open their valleys to the plain and disclose to view to the south-east the smiling Peking plain, which in this year of abundant rain presents a remarkably cheerful appearance.

Peking derives its chief supply of coal from Men-teu-keu, a valley only twenty miles distant from the walls. Twenty pits are kept working at present. The kind of anthracite there found is

* For example, Tsing-mei, a black 'sulphurous anthracite, having an unpleasant odour in burning. Tsz-tsz-mei is a kind which leaves forty per cent. of white ash, and when of good quality burns as well as the red anthracite, and will keep in for twenty-four hours.

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hard and stony, but its being near insures a sale, and being in flat seams it is easily worked.

Here at the edge of the hills we are on the lowest strata of coal, for the hardest anthracite being closest in texture has sustained the greatest superincumbent weight. The "red coal," which is softer, and the bituminous, which is the softest of all, keep their places in regular succession, as the hills are penetrated by the traveller in a north-westerly direction.

The camels employed in conveying the coal from these mines to Peking cross the river several miles above Lu-keu-chiau, the bridge by which the great south-west road proceeds to Pau-ting-fu, and enter any of the four gates in the west wall of the metropolis.

In years when straw and corn are not exceptionally dear this coal is sold for about 33s. a ton in the Peking market. Mixed with clay and sold in the form of balls it costs a third less. These balls, part coal dust and part clay, are well adapted to the Chinese stoves, and are economical in use.

The bituminous coal mines are about thirty or forty English miles from the edge of the hills, and can only be brought so far on the way to Peking and Tientsin on the backs of mules. For the mules there is no return load, so that a ton of coals conveyed in bags on the backs of ten mules must be raised in price sufficiently to keep twenty mules in fodder for a day and the drivers in food and clothing. From 30s. to 40s. is as little as can be paid for this expenditure. If the route could be made practicable for camels it could be reduced one-half, because half the number would carry the same load.

An unsuccessful application to the Chinese Government to make a camel road through to Chaitang has been this year presented, and rejected on the ground of expense, of unpopularity with the inhabitants on the line of route, and of dangerous consequences to the Imperial tombs at the back of which Chaitang is situated. No disturbing operations should take place near graves for fear of interfering with the repose of sleeping ancestors and guardian spirits. In this case the desired road would be at no point nearer than about thirty miles to the tombs, and one would think that its construction might be risked without a severe shock even to Chinese veneration for the dead.

There is a Mahomedan military officer at Chaitang, who treated us with great civility, and whom we visited at his residence. The civil officer is a native of Kiang-su, who avoided having us call on him, but came to see us, and met us at his military brother officer's yamun. We learned from him that officials had been sent shortly before to make inquiries on the proposed road, but their written despatches, to be shown on the road to the officers of the towns they passed through, stated that the object of their journey was to know if the mining operations interfered with the graves of the people. Our mandarin friend from Kiang-su asked them quietly whether this was all. They told him that it was not, the real object being to make inquiries respecting a road, the construction of which was desired in the interest of foreigners. Our military friends knew nothing about it, nor did the mine owners.

We learned from this incident that nothing could have been quieter than the visit of this commission. Passing through the country with an ostensible object different from the real one, it was impossible for the people to express their opinions, and yet it was possible to make limited inquiries on the line of route from selected persons. When they reported to the central Government that the scheme of a road was unpopular with the inhabitants, they probably did what they were wished to do by those who sent them, but they had not taken the proper way to learn what the people thought, nor did their instructions require them to do so.

Several mine owners signed a request to Mr. Henderson to make a road at his own expense, pleading poverty as a reason for their not doing it themselves.

(To be continued.)

SHANTUNG.

THE GOLD MINES.

The correspondent of the *Shanghai News Letter* at Chefoo writes as follows, under date the 8th August :—

"You will doubtless be glad to learn of our safe return here, and the success of our prospecting survey among the Shantung mountains and ravines, in search of the gold which the Shanghai newspapers have, of late, so often been bringing up to the notice of their friends there and at home, to gaze and go mad upon. We organised a prospecting party of three—a Californian, an Australian, and a General Ward's man—immediately upon our arrival at 'Tulloch's Temple,' twenty miles from Chefoo, on the 29th ult. Our first effort was near a mandarin's tomb, where the Chinese said immense specimens were buried! A shaft was sunk, but a storm coming on flooded our claim, and we retired, demoralised, back to camp. The next day we prospected for some six miles to the northward, and toward 'Look-out Mountain,' fifteen miles south of Chefoo. Our China boy and muleteers early evinced a desire to fall back upon Chefoo, but we kept them in company, and went on seeking gold in the deep ravines by the way side. We raised mica, mundic, black sand, and everything except gold, and were going in after that with a will, when the headman of a village near by ordered our packs to 'move on.' We moved on, as otherwise we would have been obliged to do our own packing. At the Golden Hill Temple, fifteen miles south of Chefoo, we halted, and put up for the night. That afternoon a rough map of the country was made from the top of Look-out Mountain.

"The next day we went down to a creek near by and watched some thirty Chinese washing out gold. It was after the rains, and they were evidently making a good thing of it. They used a shallow wooden vessel, something like a bread tray, a blunted rake, dipper, and spade, and got through a good deal more earth than we could with our tin pans. A portion of the gold was evidently lost in the raking, yet nearly all the trays showed at least thirty cents after a few minute's washing. We selected a spot some little distance above these fellows, and with a pan soon brought up the colour with two shovelfuls only. This satisfied us of the richness of the creek, and when we went back to our quarters the Chinese followed us with their dust, some of which we bought at a fair exchange for Mexicans. After making another satisfactory prospecting tour of some twelve miles among the hills and ravines, we changed our camp to a range of mountains which bordered the view at a distance of fourteen miles to the south-west of 'Look-out Mountain.' The mountain sides were very rough and broken by deep and abrupt ravines, and sometimes difficult of passage; yet cultivation extended to all available places, and for the one hundred and fifty miles or more that we travelled during our ten days' excursion, richly cultivated valleys and terraced hills, with a teeming population of Chinese, met the gaze everywhere, and a fraction of the last was always at hand to disconcert us when we believed ourselves most alone in our deep conferences with the God of Mammon.

"We found the country people very friendly, and ready to meet us half way with their chickens and eggs, while the head men of the villages seemed to be never more satisfied than when they kept us moving on. We camped on the 31st ultimo at the foot of 'Fergusson's Beak,' which we attempted to cross, but could not for want of a pass. A solitary Chinaman was here discerned down among the boulders and deep cliffs of the mountain, washing his twenty-five cents to the tray. We tried the bed of a dry creek below our camp, but found no gold, though indications were sufficiently good to warrant explorations at a future opportunity. We found a pass the next day, and scrambled over it with the aid of some villagers, who shouldered our 'shenza,' or mule litter, where the path was too rough and steep for the animals to turn with their poles. After a night spent in a temple at the foot of the hills we struck off toward the westward, passing a broad valley and reaching camp, distant thirteen miles west of 'Temple Hill,' where we rested, and time being up, had to bring our excursion towards the 'Pintoo range' to a close.

"The next day a prospect of the ravines and hills was made to the distance of eight miles beyond, then we returned to camp, packed up and struck off down the valley in the north-easterly direction for Chefoo, which was reached on the second day thereafter, or the 5th inst., when the first prospecting party of Shantung miners broke up and went home to refit. On the following day a visit to the mining region recommended by the Rev. Mr. Wilkinson was made, in company with some friends from Shanghai and a well-known mineralogist of Chefoo; the direction being south-east of Chefoo twenty-eight miles. Our point of destination was reached after ten hours' travelling, and a temple made a snug sleeping quarters for the night. At early dawn a village was visited, but a mandarin's proclamation had been there before us, and the villagers made no sign, but evidently wished us well away. Our muleteers were clamorous for food, and for ourselves aid and comfort was needed; but the head man pointed to the notice forbidding any aid and comfort being given to foreigners, or any other roaming vagabond scoundrels, seeking convenient places to dig for gold! A learned sinologue of the party quoted some of the golden maxims of Confucius (who, by-the-bye, was a Shantungite born, bred, and buried), consigning in the most concise terms all of his countrymen who would not feed a beggar in distress to the lowest depths of bad Fungshueydom; but it was of no avail, and after a brief look at the hills to satisfy us that gold was indicated thereabouts we packed up and left for Chefoo again."

NE-E-GATA.

The following interesting account of the new port, Ne-e-gata, is from the *Japan Herald* :—

At the present moment, when so many interests, commercial and political, native and foreign, centre in the town of Ne-e-gata, it will not be out of place to give our readers such information as the limited communication hitherto held with it by foreigners affords.

Ne-e-gata lies, as students of Japanese geography know, in the province of Echigo, at the mouth of a great river, or rather at the confluence of several rivers which take their rise in the provinces of Dewa, Mutsu, Kodzuke, and Shinano. These rivers are navigable for boats for a considerable distance into the interior, affording thus excellent facilities for the transport of goods both inwards and outwards. Unfortunately, however, as is the case with every Japanese river, the current is so strong as to create a very obstructive and dangerous bar at the mouth, so that no European vessel can enter, and even Japanese junks have to unload their cargoes outside.

The town, which lies about half a mile inside the mouth, is of considerable size, and neatly laid out in squares, with narrow canals just big enough for small boats to pass along intersecting

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it crossways. In spite of the rather dirty water which these canals contain, they add considerably to the appearance of the place, fringed as they are with willow trees throughout.

The climate of Ne-e-gata is much more severe in winter than that of Yokohama, and the snow usually falls to the depth of two or three feet. The houses are built with their gables towards the streets, and the roofs are prolonged beyond the walls in such a way as to prevent the snow from blocking up the windows. In several thoroughfares the path runs under the eaves of the lower story, so that locomotion is easy and comfortable in all weathers. The temperature in summer also appears to be much cooler than that of any of the other ports, with the exception of Hakodati, and life is made more endurable by the liberal supplies of frozen snow which are procured from the mountain of Aidzu.

The country round Ne-e-gata for a considerable distance, probably forty miles at least, is perfectly flat, and appears very fertile. No doubt it is well adapted for excursions on horseback, and in that respect probably will be found to surpass any other part of Japan as yet opened to the residence of foreigners.

The manufactures of the town are apparently not extensive. A great quantity of lacquer ware of a coarse kind is made there, and articles of a peculiar pattern called *mokusa nuri* or seaweed lacquer are brought for sale from Aidzu, where they are produced. A bad species of red porcelain is also procurable. In the country districts a fabric of flax, called Echigo *chijimi*, a sort of muslin, is manufactured, but the patterns are such as would probably prevent its ever forming an article of export. Silk and silk-worms' eggs are no doubt obtainable in considerable quantities from Dewa and Shinano, but the trade in those staples has yet to be created. The district of Aidzu contains coal, which, if worked, will supply steam vessels trading thither with fuel for their return voyages. Another product which may probably some day or other form an article of export is petroleum oil, which issues out of the ground in considerable quantities, and is to a certain extent used by the natives in their lamps.

The climate of Echigo being so temperate is probably well adapted for the growth of European vegetables and fruits. Indeed there is already a species of apple to be found there, which far surpasses both in taste and size the specimens of that fruit which the neighbourhood of Yedo produces.

Of the inhabitants, of course, little is as yet known. They appear, however, very well disposed towards foreigners, and have the great virtue, which is rare in this country, of being extremely hardworking and industrious.

Owing to the badness of the anchorage at Ne-e-gata, arrangements have been made by which vessels can anchor at Ebisujima, in the island of Sado, where they can unload and store their cargoes whenever the occurrence of bad weather on the bar at the former place renders landing there an impossibility. Ebisujima itself is, however, not the sailor's beau-ideal of an anchorage, being exposed to the north-west gales; but, unfortunately, there is no other place in the neighbourhood which is equally advantageous, and we shall probably have to content ourselves with it until measures can be taken for rendering the mouth of the river at Ne-e-gata navigable for vessels of moderate burthen. It is truly a pity that a town with such capital internal communication should lack that upon which, after all, the development of its trade to any great extent really depends.

No foreign settlements have been set apart either at Ne-e-gata or Ebisujima. The experiment is to be tried of allowing foreigners to rent houses in the two towns, and live among the natives. No doubt it will answer well at first, while the number of residents is small, provided good insurable godowns are built in a spot where the danger of fire will be small; and no doubt when foreigners assemble there in large numbers they will find means of renting land and buildings in a quarter for themselves. The theory of intercourse with the Japanese naturally supposes that we should live amongst them; and, in fact, the treaties all recognise this theory, no provision having been made in the case of any port or city for any exclusively foreign quarter; and we are glad to find an opportunity of trying whether any other relations than those of mere buyer and seller are possible for us.

At the present moment it is doubtful in whose hands Ne-e-gata is. The result of the fighting which has lately taken place in Echigo is said to have been favourable to the Kioto forces, and if their successes continue we shall probably hear before long that the Mikado's officials have taken possession. By the last advices they were reported to have captured the fortress of Nagaoka, which commands the upper waters of the Shinano river, and from thence to Ne-e-gata the country is quite level, offering no obstacles to an invading force.

REUTER'S TELEGRAMS.

(Received via Galle, Oct. 6.)

Hong Kong, Sept. 17.—Gray Shirtings, 6¼ catty, $2.90. Water Twist, $125. Cotton, $17. Tea, at Canton, very quiet; better demand at Foochow, at reduced prices. Total export, 95,000,000 lbs. Exchange on London, 4s. 7d. The Hong Kong money market is very tight.

Shanghai, Sept. 12.—Gray Shirtings, 6½ catty, Taels 2.35. Cotton, 18½ taels. Tea, Congou, prices well maintained, and a large business done. Silk, dull and declining; No. 3 Tsatlee, 580 taels; settlements in fortnight, 3,500 bales; export to date, 35,750 bales. Exchange on London, 6s. 1¼d. Freights, tea and silk, £3 10s.

The Pacific Railroad is making rapid strides. The road is now completed for a distance of about 850 miles from the New York end, and from the San Francisco end about 250 miles, leaving a distance of about 600 miles intervening, which is performed by caravans or stage coaches; by the end of this year the distance will be further reduced, and is to be finally completed next year. The time at present occupied between San Francisco and New York is now only thirteen days. The service is a daily one, and several persons have lately come through that way from China and Japan. The cost of telegraphing between San Francisco and New York is £1 for ten words.

EXPORT OF TEA AND SILK, SEASON 1868-69.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to July 31, 1868	480639	30253369	35867513	...	6706707	73310428	5535
Corresponding period last season	...	20415492	21573699	...	6071257	48060448	

Shipments Since;

July	17	per Lieutenant	From Shanghai	...	699,062*
—	18	... Fire Queen	... Foochow	...	928,329*
—	21	... Earl Dalhousie	... Shanghai	...	1,463,416*
—	21	... Douglas Castle	... Do.	...	958,861*
—	22	... Joseph Sprott	... Do.	...	790,463*
—	22	... The Cedars	... Do.	...	466,527*
—	22	... Theresa	... Foochow	...	978,170*
—	24	... Silver Eagle	... Do.	...	1,149,052*
—	—	... Evelyn	... Do.	...	1,004,793*
—	25	... Nancy Bryson	... Canton	...	396,322*
—	—	... Tynedale	... Foochow	...	632,888*
—	—	... Scawfell	... Do.	...	1,020,414*
—	—	... Wild Deer	... Shanghai	...	1,436,804*
—	—	... Star of China	... Do.	...	1,099,568*
—	27	... Edith Haviland	... Canton	...	340,810*
—	29	... Dunmail	... Do.	...	985,211*
—	—	... Peter Denny	... Foochow	...	1,329,577*
—	30	... Priciosa	... Shanghai	...	965,862*
Aug.	6	... Malacca (ml. str.)	... Do., &c.	...	— 5,685
—	—	... Agamemnon	... Shanghai	...	173,492
—	8	... Northampton	... Do.	...	1,636,604
—	12	... Gulding Star	... Do.	...	823,730
—	21	... Emeu (ml. str.)	... Do.	...	— 2,989

* Included in above total.

TO UNITED STATES.

	Pcls.
From June 1 to July 31, 1868	553160 122
Corresponding period last season	733490 30

Shipments Since;

Aug.	13	per Great Republic	From Hong Kong	... 191,800
—	—	... Italy	... Yokohama	... 260,674

TO THE CONTINENT.

	Bales
From June 1 to July 31, 1868	95560 —
Corresponding period last season	—

Shipments Since;

Aug.	1	per Stinchar	From Foochow	... 503,300

TO AUSTRALIA.

From June 1 to July 31, 1868	6,218,899 lbs.
Corresponding period last year	3,716,900

Shipments Since;

July	18	per Isis	From Foochow	...	177,934*
—	—	... Stord	... Do.	...	230,484*
—	23	... Landrooet Braun	... Do.	...	169,932*
—	25	... Layard	... Do.	...	204,906*
—	27	... Sampan	... Do.	...	342,904*
—	29	... Marmora	... Do.	...	441,217*
—	31	... M. W. Sass	... Do.	...	394,342*
Aug.	17	... Ella Gladstone	... Hong Kong	...	6,000

* Included in above total.

LIST OF SHIPPERS OF SILK FOR SOUTHAMPTON AND MARSEILLES.

From 1st June to 13th August, 1868.

Adamson, W. R., and Co.	—	Jarvie, John, and Co.	657
Ashton and Co.	15	Meynard and Co.	80
Barnet, Geo., and Co.	784	Milsom and Tod	669
Birley, Worthington and Co.	390	Nachtrieb, A., and Co.	121
Bland, J.	518	Overweg and Co.	450
Borneo Company	788	Petrocochino and Co.	85
Borntraeger and Co.	210	Pustau, Wm., and Co.	826
Bourjau, Hubener, and Co.	346	Primrose and Co.	273
Bovet Bros. and Co.	145	Reid and Co.	77
Bower, Hanbury, and Co.	702	Reiss and Co.	25
Bradwell, Bloor, and Co.	27	Reme and Co.	—
Brand, Monro, and Co.	1,780	Russell and Co.	977
Carter and Co.	623	Sassoon, David, Sons, & Co.	951
Chapman, King, and Co.	290	Scheibler, Matthai, and Co.	184
Coutts and Co.	66	Shaw Brothers and Co.	500
Cumine and Co.	238	Siemssen and Co.	392
Dow and Co.	32	Skeggs and Co.	813
Gamwell, F. R.	100	Textor and Co.	573
Gibb, Livingston, and Co.	650	Thorne Brothers and Co.	8
Gilman and Co.	765	Turner and Co.	312
Glover and Co.	38	Ulysse, Pila, and Co.	236
Gutschow and Co.	29	Westall, Brand, and Co.	94
Heard, Augustine, and Co.	218	Wilkinson, Alfred, and Co.	493
Helbling and Co.	204	White, F. G.	41
Hogg Brothers	477	Miscellaneous	64
Holliday, Wise, and Co.	30		
Hughes and Co.	13		18,978
Jardine, Matheson, and Co.	650		

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Shipping Intelligence.

ARRIVALS.

At Hong Kong.—From Cardiff, Aug. 23, Emile; from Sunderland, 24, Allendater.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		To.
Aug. 5	...	Venus	...	Cardiff	...	Hong Kong
„ —	...	Susanne	...	Cardiff	...	Hong Kong
„ 6	...	Emilie	...	Cardiff	...	Hong Kong
„ —	...	Qwang Tung	...	Glasgow	...	Hong Kong
„ —	...	Daphne	...	Sunderland	...	Sourabaya
„ —	...	City of Perth	...	Probolingo	...	Rotterdam
„ 8	...	Unkel Braesing	...	Hamburg	...	Shanghai
„ —	...	Maria Catharina	...	Amsterdam	...	Batavia
„ —	...	Mina	...	Cardiff	...	Hong Hong
„ 9	...	Allendale	...	Sunderland	...	Hong Kong
„ —	...	Mongol	...	Havre	...	Foo Chow
„ —	...	Etha Rickmers	...	New York	...	Shanghai
„ —	...	Elizabeth	...	Passaroeang	...	Falmouth
„ 10	...	Albert	...	W'poa&HongK'g		Falmouth
„ —	...	Brouwershaven	...	Rotterdam	...	Batavia
„ —	...	Courage	...	Bangkok	...	Falmouth
„ —	...	Houdablanca	...	Cadiz	...	Manila
„ 11	...	Guurtje and Maria	...	Newcastle	...	Batavia
„ 13	...	Vigil	...	London	...	Tientsin
„ —	...	New Brunswick	...	Singapore	...	London
„ —	...	St. Jan	...	Rotterdam	...	Samarang
„ —	...	Nederland & Oranje		Batavia	...	Amsterdam
„ —	...	Neckar	...	Sourabaya	...	Amsterdam
„ —	...	Corea	...	London	...	Hong Kong
„ —	...	Clarendon	...	Batavia	...	Falmouth
„ —	...	Helen Nicholson	...	Shanghai	...	London
„ —	...	Caractacus	...	Liverpool	...	Yokohama
„ —	...	Sailor Prince	...	Cardiff	...	Batavia
„ 14	...	Wilhelmina Elise	...	Texel	...	Japan
„ 15	...	Cinco Hermanos	...	Manila	...	Liverpool
„ 16	...	Madura	...	Hamburg	...	Hong Kong
„ —	...	Turner...	...	Liverpool	...	Shanghai
„ 17	...	Ruhtinas	...	Aden	...	Batavia
„ —	...	Carobel	...	Hong Kong	...	New York
„ —	...	John Lidgett	...	London	...	Hong Kong

SHIPS REPORTS.

The British barque Luzon, from Sunderland, reports having had fine weather to the line, which was crossed on the 6th May, in long. 26 W. Had light S.E. trades and moderate weather to the Cape of Good Hope, the meridian of which was passed on the 8th June, in lat. 37 S. Sighted Java Head on the 27th July, and passed Anjer on the same day. Up the China Sea had fine weather until near Pulo Sepatoo, when experienced a strong gale from N.W. to S.W. Afterwards had moderate weather to arrival; 136 days out.

The North German barque Ellen Rickmers, from Bremerhaven, reports having had very fine weather the whole passage out, with the exception of a few days dirty weather off the Cape of Good Hope. Arrived at Singapore on the 2nd of July, and having discharged part of the cargo, took in some Chinese passengers, and left again on August 6th, experienced in the China Sea variable weather to arrival.

The American ship Gamecock, from New York, 11th May, reports having had fine weather and light winds to the line, which was passed on the 10th of June; 33 days out. Experienced bad S.E. trades and dirty weather to the Cape of Good Hope, the meridian of which was passed on the 8th July; 58 days out. The run to Java Head was made in 24 days, and Anjer was passed on the 1st August; 82 days out. Up the China Sea had light and variable winds to arrival; 95 days out at sea.

The British steamer Shantung, from Glasgow, April 13th, reports having had a gale of wind off the West Coast of Ireland on the 19th, 20th, and 21st April, during which the starboard lifeboat got unhooked and washed away. Sighted Madeira (9 miles distant) on the 30th of April. Crossed the line on the 17th May in long. 22.10 West. Passed the meridian of the Cape of Good Hope on the 14th June, and experienced stiff weather in running down the Easting. Made Java Head on the 20th of July, and passed Anjer on the 24th July, afterwards up the China Sea had generally light winds, except on August the 2nd, when the weather became threatening, and the barometer fell. On the 3rd August the Shantung lay to and also on the 4th, the wind shifting from N.E. to S.W. and S.E.; afterwards had moderate winds to arrival; 119 days out.

SHIPPING POSTSCRIPT.

Arrivals.—Oct. 1, at Texel, from Batavia, Louise; 2, off Dungeness, from Batavia, for Rotterdam, Kosmopoliet; 1, off Beachy Head, from Java, for Rotterdam, County of Ayr; 4, at Liverpool, from Akyab, Astronomer; 5, at Falmouth, from Rangoon, Delftshaven; 1, at Bremen, from Saigon, Spitfire; 3, at Texel, from Batavia, Golden Dream; 6, at Falmouth, from Rangoon, Canvas Back, Snaresbrook; 7, at London, from Rangoon, Barbadian; at Falmouth, from Saigon, James Wishart; at London, from Foochow, Ziba, Yang-Tsze; at Queenstown, from Rangoon, James Aikin; at London, from Colombo, Alice Graham.

Departures.—Oct. 6, from London, for Hong Kong, Drydens; for Shanghai, Serica, Lahloo; 1, off Dungeness, for Batavia, Rota; 3, from Cardiff, for Singapore, Chaturanga; 3, from Liverpool, for Singapore, Hebe; 6, from Sunderland, for Singapore, Foxglove; 5, from Cardiff, for Galle, Senora.

Laid on.—At London, for Chefoo and Tientsin, Emulation; at Liverpool, for Japan, Mary Lee.

Spoken.—Channel Queen, of Guernsey, London to Hong Kong, Sept. 23, 47 N., 8 W.; Onward, Cardiff to Shanghai, July 19, 13 S., 32 W.; British Envoy, for Colombo, Aug. 23, 19 N., 88 E.; Jupiter (barque), for Galle; Glorioea, Sourabaya to Falmouth, July 11, 26 S., 51 E.; Deutschland, Cardiff to Hong Kong, Aug. 27, 8 N., 22 W.; Maury, Newcastle to Singapore, Sept. 3, 15 N., 26 W.; Franklin, Manila to New York, July 11, 28 S., 40 E.; Anthony v. Hoboken, Batavia to Amsterdam, July 31, 31 S., 14 E.; Edinburgh Castle, Singapore to Liverpool, August 19, 35 S., 16 E.; Albion, Penang to London, September 4, 17 S., 2 W.; Robertson (barq.), Rotterdam to Batavia, Sept. 21, 7 W.; Adrian (ship), Liverpool to Japan, Aug. 19, 9 N., 28 W.; Gondola (N. G. ship), Hamburg to Hong Kong, July 28, outside the Straits of Sunda; Burdwan (ship), Shanghai to London, Aug. 9, 10 N.; Lauderdale (ship), London to Shanghai, in the China Sea; Minnie (barq.), London to Shanghai, Aug. 4, in Gaspar Straits; Robert Pulsford, Liverpool to Manila, Aug. 4, in Gaspar Straits; Sirene, Liverpool to Hong Kong, July 8, 22 N., 33 W.; Ceylon, Penang to London, Aug. 11, 31 S., 16 E.; Red Jacket (brig), Colombo to London, 30 S., 43 E.; Dunkeld, London to Hong Kong, Sept. 2, 12 N., 26 W.

Freights and Charters.—The Admiralty have invited tenders for the conveyance of the following stores, viz.:—4 tons, light, watering-pots and rugs; 17 tons, light, medical and surgical stores (including mineral acids, turpentine, and æthereal preparations, measuring together 46 cubic feet, to go on deck at ship's risk), for Colombo; also 53 tons, heavy, shot, 40 tons naval spars, &c., 59 tons, heavy, and 37 tons, light, naval common stores, 32 tons naval sails and cordage, 80 tons coked-coals and 2 tons naval anchors, for Hong Kong—all from the River Thames.

Casualties.—The Maria y Vicenta, which sailed from Liverpool, September 18, for Manila, arrived at Texel on the 27th with mainmast cut away during a gale.

Miscellaneous.—At St. Helena, Aug. 29, Helene, Meyeville, from Saigon, and sailed 31 for Belle Isle; 30, Jane Woodburn, McDonald, from Hong Kong, and sailed 31 for New York; Paix, Labarbe, from Saigon, and sailed 31 for Belle Isle; 31, Fleetwing, Bray, from Manila, and sailed for New York; Sept. 1, Prinses Amalia, Bentveld, from Batavia, and sailed 2 for Rotterdam; 3, Glen Roy, Warden, from Saigon, and sailed for Antwep; 4, Jacob Drenth, from Bangkok; 5, Palais Gallien, Richard, from Saigon, and sailed for Belle Isle; 6, Everest, Clarke, from Foochow, and sailed for Liverpool.

Off St. Helena.—Aug. 31, Fontenaye, from China, for Bremen; Sept. 3, Princess Beatrice, from Ceylon, for London; 4, Jane Anna, from Colombo, for London.

THE CHINA TREATY QUESTION.

(NEW YORK HERALD.)

The Times asserts that the Chinese have been "agressive" towards Britain, and exhibited a "disregard of treaties," "fraud," "ill faith," and "evasion," until the authorities in Peking had come to attribute the "leniency" of England towards them to fear, and now give her the "go-by as the principal leading Power in foreign policy." The word "go-by" is very expressive, but in our opinion England should be greatly rejoiced to receive the "go-by" from a government so faithless and ungrateful as the Chinese has proved towards her, as set forth in the editorial indictment, and we think that Queen Victoria and Lord Stanley should be very much obliged to Mr. Burlinghame for his successful effort to aid them in dealing with a nation which is evidently inclined to interpret matters affecting its own peculiar interests in a sense different from theirs. The main clauses of the treaty of Tientsin are to be placed, we are told, in abeyance "indefinitely" by the Chinese; but England cannot be injured by this, as Mr. Burlinghame will, no doubt, present to the Cabinet in London a clean copy of his simple China-American treaty, which Mr. Disraeli may adopt in its stead, with suitable modifications, if he so choose.

The cable summary of the London *Times'* article leads one to infer that this will not be done, for in it we have a one-sided allusion to war in the words "China will not be the theatre of war between foreign Powers unless by a result of American policy." American policy will not originate foreign war; it has never tended in such direction. Our policy never tended in such direction. Our policy towards China is a policy of railroads, telegraphs, steamboats and steamships, miners and crowbars, trade and travel by San Francisco, the Pacific Railroad, New York, and *vice versa*, an honest barter and exchange, missionaries, and the free acceptance of China into the family of nations as an independent Power. Mr. Burlinghame will assure the Queen of England of all this and more. The London *Times*, however, hints that Great Britain may prove obstructive to some extent. It is charged that the rulers of China are "exclusive," but it is the "people" who want "free intercourse," and "it is the duty of England to sustain the people against the rulers." The first part of this accusation is disproved by the fact of the Chinese government having confided such an important and civilizing mission to Mr. Burlingame; while the intimation of an English remedy for these difficulties by exciting rebellion in the empire sets forth the desperate strait to which her diplomacy in Asia is likely to be reduced. When before did Great Britain ever talk of sustaining a "people against their rulers," with the exception of an interested and left-handed aid to Greece? An official endorsement of the spirit of the London *Times* by English action in China would be very likely to lead to war somewhat to the eastward.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Sangster—On the 22nd Aug., at No. 3, West-terrace, the wife of Charles F. A. Sangster, of a son.

Schutze—On the 23rd Aug., at Macao, the wife of F. S. Schutze, Esq., of a son.

Sillar—On the 2nd Oct., at Matheran, Sydenham-hill, the wife of W. C. Sillar, Esq., of a son.

DEATHS.

Heard—On the — Sept., at Ipswich, United States, Augustine Heard, sen., aged 83.

Russell—On the 17th Sept., at Middletown, Conn., of congestion of the lungs, S. Wadsworth Russell, son of the late Samuel Russell, aged 31 years.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the Far East.

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The London & China Telegraph.

LONDON, THURSDAY, OCT. 8, 1868.

MANILA.

The complete and unexampled success of the Spanish revolution, which at present occupies the attention of all Europe, forms by far the most important item of news conveyed by the outgoing mail. The definite result of the movement will have been awaited with anxiety throughout the East, but nowhere so much as in the Philippines, to which colony the event is fraught with serious import. Here it is noticed that there has been very little speculation as to the effect of the revolution in Spanish possessions abroad; and what little attention has been turned towards them is entirely monopolised by Cuba, probably owing to its comparative proximity, and the well-known desire of the United States to "annex" that rich dependency at the earliest possible opportunity. The Navy, it will be seen, has pronounced for the revolution *en masse*, and it is hardly likely that the leaders have neglected so obvious a precaution as to detach a portion of the fleet to take possession of Cuba in the name of the Provisional Government. But Manila being so much more remote cannot be so readily dealt with, and we shall await with deep interest the news of the reception there of this important intelligence. So little doubt is there that the expulsion of the Bourbon dynasty is complete and final, that the best course for the authorities to adopt will be to give in their adhesion. at once and unreservedly, to the Provisional Government. It is true that the ultimate form of government is still uncertain; but all probabilities point to the adoption of a constitutional monarchy. At any rate, no change that can take place can possibly be for the worse; on the contrary, we have every reason to hope that a new era is now to be inaugurated that will not only be favourable to civil and religious liberty, but to commerce as well, and this latter of course indicates renewed prosperity to the Philippines.

TRANSIT OF THE MAILS THROUGH FRANCE.

A good deal of dissatisfaction is expressed at the miserably inefficient arrangements of the French authorities for expediting the transit of the homeward India and China mails through France. As a rule, the P. and O. Company's steamers have kept admirable time under the new contract, and on several occasions have delivered the mails at Marseilles in advance of their due date, but we have derived no advantage from this for the reason above named. The last mail, for instance, was delivered at Marseilles by the *Pera* at 11 P.M. on Thursday, the 1st instant, and, had a train been provided for its conveyance to Paris, letters would have been received here on the morning of Saturday, the 3rd; instead of this, it had to wait at Marseilles until 11.30 the following morning, a detention of twelve hours and a-half, which, as Sunday intervened, practically caused a delay of forty-eight hours in the delivery of the letters in London. It has been suggested that in such a case as this a special train ought to be put on, unless the steamer is signalled and known to be close at hand when the ordinary train is leaving, when it might be detained to convey the mails. We understand that the outward French mail of the present month will leave Marseilles on the 19th as usual; the arrangements for despatching it on a fixed day of the week could not be perfected in time to affect this one, but will probably come into operation, as we have already announced, next month.

DUTCH RESTRICTIONS ON FOREIGN TRADE.

We recently had occasion to comment on the absurdly illiberal policy pursued by the Dutch Government in imposing double duties on all goods imported into Java such as are not manufactured in Holland. This, it was remarked, acted as an incentive to foreign shippers to adopt any device that presented itself to get their goods certified as being of Dutch manufacture—such, for instance, as sending English-made cotton goods to be bleached in Holland and shipped thence. Further inquiries into the subject show the absurdity of the system in a still stronger light, for we are credibly informed that the Dutch Government is not only fully aware of the existence of these modes of evasion, but actually afford facilities for carrying them on a fact; which pretty clearly indicates that they are satisfied that their own manufacturers have no need to fear open competition with ours. What, then, can be the object of continuing a regulation which becomes practically non-existent, owing to its evasion being officially winked at? Simply, it would seem, that by its pressure our shippers may be induced to send their cottons to Holland to be bleached, dyed, or printed, and to ship them thence in Dutch vessels, whereby the Dutch bleacher or dyer, and the Dutch shipowner, each pocket a portion of the profit. In point of fact, what they say is:—"Send us "your gray goods—we will charge no duty on them here; "and if you have them dyed, bleached, or printed in Hol- "land we will give you a (false) certificate that they are "of our own manufacture, and thus enable you to land "them in Java at half the duty you would otherwise pay." Some people ask, what does it matter, so long as our goods are brought into the market, how they get there? To us it seems a matter of considerable importance; the trade is an increasing one, and it would be far more satisfactory if English merchants could ship direct to the port of consumption. Under present circumstances it is evident that Dutch manufacturers can compete successfully with our own. Of late, English firms have been making regular purchases in Holland of shirtings and drills for Java, and T-Cloths of good quality are also procurable there. It is a pity that our Government does not bring a little quiet pressure to bear on that of Holland, to induce a revision of the antiquated system of restrictions by which the Dutch colonial trade is fettered.

NOTES FROM FRANCE.

Our Paris Correspondent sends us the following notes on topics likely to have a special interest for our readers:—

The expedition sent out under the direction of Captain Dondart de Lagree, of the Imperial navy, two years since, to explore the River Camboge and Indo-China has returned to France. The expedition left Saigon on the 5th June, 1866, and went up the river in a gunboat as far as Cratich. Above this navigation is impossible for a steamer, and the expedition made its way in native boats as far as Bassac, an important point in Lower Laos, and there waited according to instructions for the return of the dry season, and the arrival of passports and certain instruments. The rebellion of Camboge, however, broke out, and all communication with Cochin China was cut off. After an ineffectual attempt to descend the river the officer second in command, by taking a circuitous route towards the west, succeeded in reaching Puum-Peinh, and in rejoining the expedition with the required passports. The whole party then started for the north, and in the following month of May reached Luang-Prabang in Laos, 920 miles from the mouth of the river, where the French explorer, Monhot, had previously lost his life. Here the rainy season set in again, and the difficulties of the expedition were increased by the suspicious and defiant conduct of the native chiefs. It required all the energy of the head of the expedition and many painful sacrifices to enable the expedition to proceed. In order not to abandon the geological and botanical specimens collected they were compelled to leave behind them a part of their instruments, books, and most of their effects; serious maladies attacked nearly the whole of the party, who reached the capital of Yunnan in the last week of December, 1867, in a state of great exhaustion, and stripped of almost everything.

The cordiality exhibited by the Chinese authorities towards the travellers is said to have been complete, and the expedition, recovered from its fatigues, might have reached the navigable part of the Yang-tsé-Kiang in twenty-five days;

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but Captain LAGREE, supported by the unanimous advice of his companions, resolved to explore the Me-kong at the point where it quits Thibet. The war which then raged between the Mahomedan party and the Chinese Government made it necessary to take a circuitous route, remounting the Yang-tsé-Kiang, and making the town of Taly, situated on the banks of a lake which was known to empty itself into the Me-kong. Poor Captain LAGREE unfortunately fell ill at Tong-Tchouan, where he remained alone with Dr. JOUBERT, while M. GARNIEUR, second in command, conducted the rest of the party as far as Taly, but the threatening attitude of the Mussulman authorities forced them to retrace their steps to Tong-Tchouan, which they reached in April, and found that Captain LAGREE had been dead three weeks. The expedition then descended the Blue River, and reached Shanghai on the 12th June.

The results of this expedition are given as follows:—The course of the Me-kong has been ascertained to the extent of 1,500 miles, and that of the Yang-tsé-Kiang 300 miles beyond the point reached by the last English expedition; the sources of the Tong-king have been ascertained, and the basins of the Menam and the Salveen more precisely determined. In an archæological and ethnographical point of view the expedition is said to have brought home some important and interesting documents, which, if they do not entirely solve the complicated problem presented by Indo-China, go far to facilitate future research.

A very sharp discussion is said to have taken place recently between the Ministers of the Viceroy of EGYPT and M. DE LESSEPS respecting the port of Suez. It appears that the energetic President of the Isthmus of Suez Company, taking advantage of a clause in the treaty between the VICEROY and the company, allowed all merchandise, whether from the East or elsewhere, to enter Suez duty free. Against such a construction of the treaty the Egyptian Governments protested loudly, and when the last news left the question was being arbitrated. Of course such an arrangement as that of M. DE LESSEPS would have a considerable effect in inducing merchants to import by way of Suez, and if the treaty in question contain such a provision we do not see why it should not be carried out; but we do not understand how M. DE LESSEPS could have the power to admit goods duty free by way of Suez—he is not quite as much master there, we presume, as at Port Said.

The Paris journals have been making a great fuss about the magnificent banquet given by the French Consul-General, M. POUJADE, to MEHEMET PACHA, heir to the Viceroyalty of Egypt; we are told how the Prussian Consul had a fit of jealousy, offered the Prince an entertainment at a village two leagues from Alexandria, how the affair was a complete failure, and how "all the world laughed and is laughing still about the affair from Alexandria to Cairo." Of course when ridicule is abroad our friends here in Paris never forget England, and the *Ganlois* finishes its account with the following imaginary and complimentary paragraphs:—"The "Consul-General of England, warned by experience, sought "and discovered a better compensation. The telegraph having "carried to the Foreign-office the news of the prestige of "France in the above circumstances, Lord STANLEY decided "immediately that the VICEROY should receive the insignia "of Knight Grand Commander of the Order of the Star of "India. The despatch (of Lord STANLEY) being received at "the British Agency, was sent without delay to the VICEROY, "who unfortunately received coldly this sterile mark of the "friendship of the English leopard. In a word, France "holds the reins in the East, and she will keep them." The policy and delicacy of the above lines require no comment. As a certain writer said of his father we may say of the *Ganlois*—"If we cannot take it as an example we can use it as warning!"

THE UNITED STATES AND JAPAN.

WE learn from San Francisco that the Japanese Commissioners who were recently in the United States purchasing war vessels, and who returned to Japan in the ram *Stonewall*, have arrived once more in San Francisco, in the steamer *Great Republic*. They were compelled to leave Yokohama for their personal safety. The Japanese authorities (of the Southern faction) threatened, it is said, to decapitate them if captured, so they are determined to remain in the United States until political affairs in Japan are settled. They say they have been under the protection of the American Minister ever since their return to Japan. A despatch from Washington states that Captain BROWN, U.S.N., who was detailed to carry the rebel ram *Stonewall* to the Japanese Government, to whom she has been sold by the United States, is still in command; and although he flies the American flag at the mast-head, he repudiates any authority of the United States over her, and will hold her against all the Powers combined, if necessary, until he turns her over to the Japanese Government, in whose employment he now is. The impression is that the civil war in Japan will soon close, when the *Stonewall* will be delivered to the winning party.

THE YANGTSZE RIVER TRADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—It may be interesting to the readers of this valuable paper to know something about the steam communication on the great river Yangtzekiang, China, and it will no doubt be a matter of surprise to them to find that the whole of the important trade, import and export (the latter with reference to tea) should be conveyed to and from Shanghai by *American* steamers, especially as the American stake in commerce in this river is, comparatively speaking, a mere nothing, the British merchants doing all the business.

The following are the steamers running, seven in number, viz.:—

	Nominal Horse power.	Carrying capacity. Tons.
American steamer Hirado	250	2,300
" " Fusiyama	250	2,000
" " Kiangloong	350	1,900
" " Tahwah	100	800
" " Plymouth Rock ...	400	2,300
" " Moyune	250	1,600
" " Fire Queen	400	2,400

all belonging to the Shanghai Steam Navigation Company. The riverine ports these steamers touch at on the passage to Shanghai are Chinkiang and Kiukiang, and there is not one American firm at either, all being English. The rate of freight for tea from Hankow to Shanghai is Tls. 5 a ton of 40 feet. Take the tael at 6s. exchange, and you have the rate in sterling, £1 10s. The distance is a little over 600 miles, and the voyage is performed in three days. Since the 1st June these steamers have conveyed to Shanghai 280,000 chests tea. A well organised English company started at home would be able in time to have all this trade under the English flag. Let practical men come out and inspect this great river, and see for themselves the class of boats running and improve on them, for they can be improved on, inasmuch as the hulls of the steamer can be made of iron instead of wood, as at present. I consider this a magnificent field for English capitalists. The Union Steam Navigation Company have as yet only two small steamers under the English flag. Surely the British merchant in the Far East is not going to allow the Americans to have the whole coast and river trade in China in their own hands, but have the British merchants' valuable cargoes of Manchester goods and tea carried under the English flag and protection. There are now a number of gentlemen long connected with China in London who would render any company forming their valuable advice and assistance. The rate of passage money is, for first class passengers from Shanghai to Chinkiang, Tls. 10, at 6s. equal to £3; from Shanghai to Kiukiang, Tls. 40, at 6s. equal to £12; from Shanghai to Hankow, Tls. 40, at 6s. equal to £12. Chinese passengers pay Tls. 15, or £4 10s. each. The rate of freight on Manchester goods is Tls. 6 per ton from Shanghai to Hankow; Tls. 6, at 6s. equal to £1 16s. per ton measurement.

The Shanghai Steam Navigation Company have nearly the whole trade to the gulf ports as well.

I trust you will give this a place in your paper, as some capitalists may be induced to take this matter into their consideration. I enclose my card.—I remain, yours faithfully, H.

Hankow, China, July 25, 1868.

As figures speak for themselves, here is one instance of what these American steamers make:—The American steamer *Fire Queen* left Hankow for Shanghai on the 19th inst. with 2,000 tons of tea belonging to *English* merchants (picking up more at Kiukiang), at Tls. 6 per ton, equal to Tls. 12,000, at 6s. exchange equal to £3,600, and arriving in Shanghai on the morning of the 22nd inst., say ninety hours' run. The steamers *Hirado* and *Fusiyama* cost Tls. 300,000, and paid for themselves in one year.

I enclose the reports to date of the companies.

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Continental Intelligence.

NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, October 6.

The North German corvette *Vineta*, Captain Kuhn, after an absence of three years has returned from Japan, and arrived at Kiel on the 1st inst. In the meantime, the commander has been promoted (ever since last autumn) to the rank of rear-admiral, and will probably be intrusted with the command of the Baltic squadron, vacant by the recall of Vice-Admiral Jachmann to Berlin, and his appointment to a seat in the Council of the Admiralty, and since then held as a temporary appointment by Captain, now Rear-Admiral Held, who was promoted to his present rank by the King of Prussia on the occasion of his late visit to Kiel.

According to the latest official returns the North German navy is now composed of 3 admirals (with the military rank of generals in the army), 4 full captains with the rank of colonels, 20 corvette-capitains or commanders (with the rank of lieutenant-colonel), 34 captain-lieutenants (with the rank of captain in the army), 47 lieutenants, 32 sub-lieutenants, and 174 naval cadets. Whilst the aristocratical element, as is well known, usurps the lion's share as officers in the land service, the commoners prevail in the navy; for among the 27 superior officers of the latter there are to be found the names of 5 nobles and 22 commoners, and out of the 113 subalterns are 37 nobles and 76 commoners. These proportions appear likely to exist for a long time to come, for among the 174 cadets only 56 belong to the aristocracy. Of the 47 lieutenants no less than 20 have been taken from the merchant service. A good many officers belonging to North German families, having been serving in the Austrian army, have quitted that service and found employment and better pay at home.

The latest accounts from the Amoor represent the goldfields as continuing to be exceedingly prolific. A letter from Nertschinsk states that M. Bernardaki employs more than 700 persons in washing gold at his place near Albasin, and has found so much of the precious metal that he is making arrangements to commence operations in the spring with a thousand workmen. In four private establishments more than 52 poods of gold have been obtained this summer. The richest district is that on the right bank of the river Unda, at a distance of only seven wersts from the settlement. Wood and water are there in abundance, and provisions are easily procurable.

Letters have been received here announcing the total loss of the Hamburg brig *Antelope* (belonging to Messrs. Ross, Vidal and Co., of this city), which on her voyage from Hamburg to Shanghai struck on a sunken reef in the Gaspar Straits, filled and went down so suddenly that the crew had barely time to take to their boats and escape with their lives, leaving everything on board. She was fully insured, and the Hamburg underwriters are losers to the amount of 300,000 marks banco.

Thirty-eight thousand muskets, mostly in good condition and serviceable, captured by the Prussian army in the war of 1866, have been sold to a house in this city. They are now being sent hither by railway, from the artillery depot at Stettin, and will be shipped for China by one of the vessels now loading here for Hong Kong.

COMMERCIAL.

There has been a good deal of business done in cleaned rice at full prices, whilst no transactions in rough are reported. Several cargoes have come to hand as reported below, but the 8,800 bags of Necransie, per Midas, from Akyab, as well as the 10,500 bags of Rangoon, per Undine, were sold some time ago for delivery on arrival, and the 6,000 bags from Bassein, per Codan, are still in the market. In teas there is no alteration to notice, and the sales were confined to a few hundred chests, chiefly of black. The stocks of cassia lignea are nearly exhausted, and prices are still rising. The next arrivals will find a ready sale, and a large profit cannot fail to be realised. There is more doing in cardamom and ginger. Pepper firm. The spelter market is steady and again looking up, though not so lively as last mail, the sales being only 1,000 centners loco. at 13 marks 8 sch. bco. and 1,000 ditto for spring delivery at 13.7½. The present quotations are 13.10 loco. and 13.8 for delivery. Discount 1½ to 2 per cent.

SHIPPING.

ARRIVED.—Duchess of Brabant, from Sourabaya (14,000 bags of sugar, &c.); Undine, from Rangoon (10,500 bags rice); Arracan, from Bombay (3,935 bales cotton); Codan, from Bassein (6,000 bags rice); Midas, from Akyab (8,800 bags rice).

SHIPPING AT BREMERHAVEN.

ARRIVED.—Ellina, from Bassein (5,000 b. rice); Hiawatha, from Rangoon (10,864 b. rice); Mercur, from Rangoon (9,288 b. rice); North Star, from Rangoon (12,610 b. rice); Overmann, from Saigon (10,560 b. rice); India, from Batavia (8,431 b. rice); Nydia, from Akyab (12,200 b. rice); Ernst, from Bangkok (10,980 b. rice); O. Thyen, from Bassein (9,530 b. rice); Athena, from Rangoon (15,542 b. rice); Northumbrian, from Bombay (2,840 b. cotton); Orient, from Rangoon (5,200 b. rice); Cameo, from Rangoon (13,258 b. rice); Susannah Bleasdale, from Rangoon; Energie, from Rangoon; Spitfire, from Saigon; Velocity, from Akyab—cargoes not yet reported.

LOADING.—For Rangoon: Constantia, Louis Henry, China, Mercur. For Hong Kong: Johann Smidt. For Honolulu: Ka Moi.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, October 6.

Parliament has been opened with a party fight upon the instruction question. The Opposition endeavoured to create a lenghthened debate in the First Chamber about this matter, when the members dealt with the reply to the speech from the Throne, and no less than four days were taken up with this question alone. Anti-revolutionists, clericals and Conservatives united in calling for a revision of the existing laws. Their object is to annihilate the neutral, that is the anti-sectarian school, which being under State control is the only one subsidised. They object to Jews, Protestants and Roman Catholics being permitted to learn in the same school, they object to religious instruction being prohibited, and notwithstanding that they are free to erect schools at their own cost, they are now agitating for a Bill to subsidise private as well as Government schools. The attempt has failed, the amendments being rejected, with an overwhelming majority. But this debate, as well as the mandement of the bishops, by which they opened a crusade against the Ministry, has greatly embittered party feeling. The other paragraphs of the reply did not call for much discussion; and the draft of the commission passed by fifty-nine against thirteen votes.

The Opposition has again endeavoured to raise a discussion about colonial matters, but without success. There will be, however, plenty of opportunity for such a debate when the India budget for 1869 is brought under discussion. This budget was laid before the members some days ago, and I extract from it the following particulars. The total expenditure is estimated to be f.103,415,666. Out of this sum the Home Administration in India takes f.47,892,136; the Department of Instruction, Public Worship, and Industry, f.7,237,249; Public Works, f.8,312,244; the War Department, f.21,384,340; and the Marine Department, f.7,678,514. The estimated revenue is f.119,034,024, including these items:—800,000 piculs of coffee, f.37,544,805; 700,000 piculs sugar, f.13,009,276; 800,000 piculs Banca tin, f.5,322,466; spices, f.988,863; opium, f.10,730,000; customs' duties, f.7,836,000; salt, f.6,200,000; and ground rents, f.12,638,500. The revenue leaves an estimated profit of f.15,618,358, that is f.4,812,489 more than in 1868. The Minister regrets that he was not able to lay this budget earlier before the members. The net profit, which is considerably larger than last year, has not been obtained by overrating the revenues of the cultures of the State. The Minister is *en principe* an enemy of the system of conveying produce to Holland to be sold, and he has ordered the quantity of sugar to be sold in India this year to be increased by 50,000 piculs. Finally the Minister promises next spring to bring in a Bill to amend the laws relating to sugar cultivation. It need not be said that this budget will cause a very lengthened debate, but is also quite certain that we shall not advance one step towards the solution of the India question, which has been so long before the House. Some of the papers regret that the Minister has not proposed a subsidy for a steam line between Java and Australia, which is an urgent necessity now that more produce is sold in India.

In the budget for Holland, which was delivered in one of the first sittings of this session, the revenue is estimated at 96,836,633f., and the expenditure at 96,727,022f.; say, Foreign Affairs, 525,094f.; Justice, 3,106,459f.; Home Department, 21,106,785f.; Navy. 9,383,561f.; National Debt, 28,073,637f.; Financial Department, 14,033,285f.; and War Department, 14,659,000f. The expenditure is about three million guilders less than in former years, whilst the revenues are only decreased by about 200,000f. These figures give much satisfaction, but the expenditure on behalf of the navy and army is still very high, and indeed absorbs about a quarter of the total revenue.

The following particulars I derive from the official returns of trade, for the year 1867, which were published some days ago. With reference to our commercial relations with the Far East, these returns state that from China only two vessels arrived, importing a value of 2,123,745f., whilst only one vessel was chartered for that country, exporting a value of 414,580f. In 1866 the import amounted to 1,675,731f., and the export to 242,512f. From Japan no merchandise was imported direct, but the indirect imports were valued at 1,850f., and four vessels sailed for Japan with cargoes amounting to 660,293f. During the past year 297 vessels arrived from Java, conveying produce to the value of 93,461,520f., whilst 141 vessels exported an amount of 57,136,907f. These figures only show a trifling difference from 1866, when the export was 53,482,593f., and the import 92,834,937f. The exportations to Australia amounted to 285,590f., against 425,723f. in 1866. No imports were registered. From the British Indies 33 vessels arrived, with a value of 7,946,305f., whilst 15 vessels sailed for those colonies with cargoes amounting to 2,799,604f.

Some of our Japan traders have again endeavoured to obtain from the Government an indemnification for the losses they sustained by the last war in Japan. They have addressed a memorial to the members of the States General, in which they do not set forth any right to demand an indemnification, but they urge that in equity and fairness they ought to be recompensed out of the sum of 645,000 dollars, of which the Japan Government has paid one-half. They state their ability to prove their losses by their books.

The *Arnhemsche Courant* publishes more bad news from the Coast of Africa. The Minister of the Colonial Department, who has been interpellated on the subject, has not given the asked explanations, but has promised a report shortly.

The secretary of the committee of the festivals, which will take place at Batavia to commemorate the 250 years' existence of the colony, on which occasion a statue will be inaugurated in behalf of Jan Pieterszoon Koen, has addressed a letter to Mr. J. C. Reynst, in order that he might encourage the Dutch to contribute to the fund. This correspondence has been inserted in the *Staats Courant*, and a large sum will be contributed in the mother country.

The question of Mr. Cd. Busken Huet, who, it is said, received a sum of 3,000f. from a Conservative Minister when he left to become the editor of the Liberal *Java Bode*, has been brought before the Second Chamber. Mr. Lenting asked for some explanations, whereupon the Minister promised that he would lay before the members all the documents regarding the matter.

The managers of the Rotterdam Bank have addressed a circular to the shareholders, giving them some explanation of the rumours recently current. "It is," they say, "our duty to communicate to you

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the occasion of these rumours being brought into circulation. By making up the balance to June, 1868, it was shown that, up to that date, there was a loss of 330,000f., but this did not include the result of our operations in Netherlands India during that period, of which we have received favourable news. The said loss will be modified by the result of the second half-year of 1868." Further, it is stated that measures have been taken to prevent further losses of this kind; and that, notwithstanding the said loss will have a bad influence on the dividend, it will not affect the security which is given by the capital of the bank. This circular has given much satisfaction in financial circles, and of course it is better to know the truth. There are, however, some who do not find this circular quite clear; amongst them is a correspondent of the *Nieuwe Rotterdamsche Courant*, who has asked for further explanations.

From the budget of Foreign Affairs I ascertain that the salary of the Consul-General at Japan, Mr. de Graef van Polsbraek, will not be increased, notwithstanding that the necessity of so doing was urged lately in Parliament.

Some Roman Catholic ladies have presented to the Pope a magnificent banner, on behalf of the Papal Dutch Zouaves.

The prize shooting of our riflemen in the camp of Waalsdorp caused a series of festivals, which the King and the Prince of Orange attended. His Majesty has left for his seat *het Loo*.

PRODUCE MARKETS.

Coffee.—On the 23rd ult. the Dutch Trading Company held a public auction, at which 122,126 b. Java and Padang were offered. The whole quantity was sold, but at somewhat lower prices than were paid in the sale of the former month, especially for the white Java and the Preanger qualities. Since the auction there has been a good demand, and the market closes firm. The following transactions took place:—500 b. Java, ex Susanne, at secret prices; 1,046 b. do., ex Vice-Admiraal May, at 42c.; 800 b. do., ex Cornelia Hendrika, from 17½c. to 33c.; and 700 b., ex Karel August. The total stock of coffee amounts to 575,250 b., against 461,100 b. in 1867.

Sugar (Raw).—On the 24th ult. the Dutch Trading Company held its auction, at which 48,963 mats were offered. The market being very dull it was generally thought that the result would be unsatisfactory. This, however, was not the case, the whole quantity being sold at 1f. under the July value—No. 13, 32¾f.; No. 14, 33¼f.; No. 15, 33¾f.; No. 16, 34f. The greatest quantity was bought by our home refiners, the desire to buy for abroad being very limited. There is now a good demand, and the following quantities have changed hands:—779 mats Indramajoe, ex Otto, No. 12, at 31f.; 445 mats Probolingo, ex Garibaldi, No. 10¾, at 29½f.; 165 mats Cheribon, No. 14, at 31½f.; 1,083 mats Sourabaya, ex Vooruit, No. 19; 218 mats do., ex County of Lanark, No. 11¾; 716 do. Samarang, ex Æolus, No. 12½, at 31½f.; 371 do. Sourabaya, ex Ternate, No. 15½; 493 do. do., No. 12¾; 226 do. do., ex Hollandstrouw, No. 14, at 32½f.; 256 do. do., ex County of Lanark, No. 10½, at 29½f.; 1,285 do. do., ex Bato, No. 10¾, at 30f. The market closes with animation. The unsold stock of the Trading Company was, on the 1st inst., 26,867 mats, against 16,017 mats in 1867. The private stock was 25,457 mats.

Rice.—There are no particulars of any importance; the market is dull, and buyers decline to operate.

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SHIPPING INTELLIGENCE.

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Passengers Inward.—From Java, per Bato, Mr. Cornets de Groot and family; per Stad Leyden, Messrs. W. and E. Wouters, W. Wolf, F. Schneiders, D. Kamsma and family, F. v. d. Linde and family; per Aeolus, Messrs. C. J. Marinkelle, C. F. T. van Woelderen, J. M. Vletter.

Departures.—September 21, from Texel for Batavia, H.M.'s steamer Djambi; October 1, from Hellevoet for Macassar, Batoe Bassi; from Texel for Batavia, Louise; October 2, from Texel for Batavia, H.M.'s steamer of war Java, Gerard Pieter Servatius.

GOVERNMENT IN THE COLONIES.

(PALL MALL GAZETTE.)

We printed the other day a curious extract from M. Guizot's contribution on modern European politics to the last number of the *Revue des deux Mondes*, entitled "France and Prussia before Europe." It is worth while to recur to the passage, both as suggestive of some serious thought, and also because it illustrates oddly enough the extremely imperfect character of the knowledge which is acquired of our special affairs even by a writer so well acquainted with us as M. Guizot.

The time of the anecdote is laid during the discussion in Parliament on the Ceylon insurrection, and the measures used by Lord Torrington in suppressing it. M. Guizot represents Mr. Gladstone as having said to him on that occasion, "It is impossible to govern our colonies as we used to do." The responsibility of governors to Parliament, he goes on to say, is "as comprehensive, as minute, as difficult to bear as that of the member of a Cabinet who is present every day in Parliament. This cannot continue. . . . The colonies should be left pretty much to govern themselves, and the mother country should not have to answer at all hours for the whole of their government. That would be a new colonial system to establish. But where is it that something new is not needed now-a-days?" "England," he adds, "was of Mr. Gladstone's opinion;" and the colonies have been chiefly left to themselves accordingly.

From the tenor of this passage it would be inferred that Mr. Gladstone was inspired by the debates on the Ceylon insurrection with the happy thought that colonies ought to be left to govern themselves, and that hence arose the great change in our system, popularly termed the establishment of "responsible government" in colonies. If Mr. Gladstone really did talk in this way with M. Guizot it must have been in the way of very loose after-dinner conversation indeed. These debates took place in 1850. At that time the change in question had been long resolved on, responsible government was already in force in Canada, and the Colonial-office was hard at work in endeavouring to introduce it decorously and with due respect for vested interests in the other North American colonies.

But the supposed sentiments of Mr. Gladstone are still more curiously inconsistent with the real state of the case when looked at from another point of view. Ceylon is one of those colonies, or more strictly dependencies, in which a handful of Europeans is established amidst a large native population. Now, in respect of this class of colonies, there has never been any serious question about self-government. The Governor of Ceylon is just as powerful now—the colonists just as devoid of power—and consequently the former as directly responsible to the executive at home, and to Parliament, as was the case in 1850. Nay, the tendency of things in regard to this class of colonies has been precisely the reverse of that which the alleged conversation presaged. The relics of self-government, which to some extent existed among them in old days, are passing away. Jamaica governed itself a good deal more twenty years ago than it does now. Both those who attacked Governor Eyre and those who defended him quite rightly laid the responsibility for what was done there after the late disturbance on him, and not on the colonists. In some smaller West Indian communities also the old representative constitutions have been given up, and the absolute government of the Colonial-office reintroduced. In the last edition of the little manual of colonial regulations twenty colonies are still enumerated, out of nearly fifty in all, as "Crown colonies," that is, legislated for by the Crown, through nominee councils. Ceylon and Jamaica are both in the number.

This constitutes, on the whole, no doubt, an insignificant exception to the general course of events in favour of the extension of political liberties. But it is remarkable, nevertheless, that, notwithstanding that tendency, the conviction seems to increase that where stronger and weaker races live together the peace can only be maintained by the control of the executive and of its delegate the governor, and that representative institutions are unsuitable. And when we look at the line which events are taking in those unhappy Southern States of America—the blood feud which it seems almost hopeless to avert between the quondam slaves, now voters, and their former masters—one cannot but be tempted to wish, in the interest of common humanity, that the mockery of those institutions could be suspended for a while, and that the way towards a future and happier adjustment of the disordered elements could be paved under a strong and intelligent dictatorship.

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Commercial.

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BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and eight months ending 31st August have been issued. The particulars they furnish show a very general falling off in most branches of business. The exports of British and Irish produce for August represented £16,427,597, against £17,880,099 in the corresponding month last year, and £17,450,156 in 1866, thus showing a falling off of £1,453,402, or about 8 per cent., in the declared value of our exportations compared with the corresponding month of last year, and about 6 per cent. from those of August, 1866. These figures, however, are less unfavourable than they appear, since in the two great branches of industry, cotton and woollen manufactures, there has been an increase in the quantity of goods shipped, although their money value has been less. In cotton manufactures there has been a reduction of 5 per cent. in declared value, and an increase of 6 per cent. in quantity, while in woollen manufactures there has been a reduction of 7 per cent. in value, and an increase of 5 per cent. in quantity. Cotton yarn shows a reduction of 15 per cent. in value, and 6 per cent. in quantity. For the eight months the totals are £125,265,820 in 1866, £121,056,913 in 1867, and £116,777,023 in 1868; being a reduction of 3½ per cent. from those of the corresponding period of 1867, and of 6¾ per cent. from those of 1866. The computed real value of merchandise imported in the seven months ending July 31st amounted to £132,283,806, against £128,935,900 in 1867, and £143,544,759 in 1866. The value of the wheat received was £15,320,539, being an increase of nearly £3,000,000 as compared with 1867, and of nearly £8,000,000 with 1866. Cotton shows a reduction in value of £1,361,942 contrasted with 1867, and of as much as £19,162,217 with 1866.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East :—

IMPORTS.

TEA.

		1866.	1867.	1868.
Quantity for the month ended 31st August	lbs.	2,580,505	2,556,993	4,421,542
Quantity for the eight months 31st August	lbs.	79,554,700	67,678,398	71,324,605
Value for the month ended 31st July		£120,529	£214,695	£164,922

RAW SILK.

From		For the Month ended 31st August. 1866.	1867.	1868.
China	lbs.	—	—	—
British India	,,	—	—	883
Egypt*	,,	232,563	288,402	687,818
Other Countries	,,	124,420	295,159	86,338
Total	,,	356,983	583,561	775,039
		For the Eight Months ended 31st August.		
China	lbs.	83,695	26,957	50,024
British India	,,	61,199	—	13,073
Egypt*	,,	1,837,187	2,327,626	2,551,361
Other Countries	,,	919,161	1,316,953	873,782
Total	,,	2,901,242	3,671,536	3,488,240

*In transit from India, China, and Japan.

COFFEE.

From		For the Month ended 31st August. 1866.	1867.	1868.
Ceylon	lbs.	10,069,123	8,817,567	21,259,949
Other British Possessions	,,	3,816,368	1,737,415	7,334,066
Total from all parts	,,	18,644,299	15,226,141	33,454,178
		For the Eight Months ended 31st August.		
Ceylon	lbs.	47,706,659	53,945,198	72,557,846
Other British Possessions	,,	11,274,479	8,390,921	17,554,978
Total from all parts	,,	77,432,829	84,887,566	115,688,381

RAW SUGAR.

From		For the Month ended 31st August. 1866.	1867.	1868.
Java & Philippine Islnds.	cwts.	41,243	33,894	38,506
Total from all parts	,,	1,223,656	1,288,319	1,162,985
		For the Eight Months ended 31st August.		
Java & Philippine Islnds.	cwts.	304,412	208,195	517,032
Total from all parts	,,	7,532,733	7,981,585	7,661,906

HEMP.

From		For the Month ended 31st August. 1866.	1867.	1868.
Philippine Islands	cwts.	—	9,982	4,825
Total from all parts	,,	182,228	129,079	109,948
		For the Eight Months ended 31st August.		
Philippine Islands	cwts.	28,312	59,520	95,281
Total from all parts	,,	615,075	391,651	493,570

RAW COTTON.

From		For the Month ended 31st August. 1866.	1867.	1868.
China	cwts.	4,453	—	—
British India	,,	550,946	611,582	509,851
Egypt	,,	45,193	66,996	37,374
United States	,,	198,798	267,291	87,751
Total from all parts	,,	876,615	995,576	764,920
		For the Eight Months ended 31st August.		
China	cwts.	17,949	4,707	—
British India	,,	3,439,087	1,869,451	1,532,743
Egypt	,,	735,460	851,675	820,647
United States	,,	3,834,000	3,940,083	4,345,188
Total from all parts	,,	8,809,601	7,391,680	7,500,221

CLEARANCES FOR HOME CONSUMPTION.

		For the Month ended 31st August. 1866.	1867.	1868.
Tea from all parts	lbs.	9,086,156	8,718,001	7,815,748
Coffee from Ceylon	,,	1,769,162	1,452,955	1,398,101
Do. from all parts	,,	2,605,436	2,566,327	2,388,419
Raw Sugar from Java & the Philippines	cwts.	5,487	81,275	53,858
Raw Sugar from all parts	,,	984,676	1,011,765	900,410
		For the Eight Months ended 31st August.		
Tea from all parts	lbs.	67,893,704	71,220,712	71,497,629
Coffee from Ceylon	,,	15,305,296	13,868,553	13,420,551
Do from all parts	,,	21,099,122	21,433,366	20,584,058
Raw Sugar from Java & the Philippines	cwts.	125,551	305,796	531,962
Raw Sugar from all parts	,,	6,781,093	7,716,184	7,845,162

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st August, 1868, compared with the two previous years :—

		1866.	1867.	1868.
Coffee	lbs.	37,146,804	40,266,276	62,216,713
Tea	,,	87,784,384	75,456,771	64,250,505
Unrefined Sugar	cwts.	4,059,495	3,378,244	2,435,962

EXPORTS.

COTTON YARN.

To		For the Month ended 31st August. 1866.	1867.	1868.
China and Hong Kong	lbs.	114,640	882,300	564,175
Singapore	,,	166,024	300,470	215,400
Ceylon	,,	115.048	896	33,000
Total to all parts	,,	12,969,240	15,365,614	14,494,338
		For the Eight Months ended 31st August.		
China and Hong Kong	lbs.	3,027,146	4,725,848	4,388,981
Singapore	,,	977,944	1,671,860	1,085,000
Ceylon	,,	608,026	177,191	317,61)
Total to all parts	,,	86,290,076	105,718,155	114,202,513

COTTON MANUFACTURES.

To		For the Month ended 31st August. 1866.	1867.	1868.
China and Hong Kong	yds.	16,314,347	20,098,329	23,404,196
Philippine Islands	,,	5,304,945	2,194,000	4,026,130
Java	,,	6,167,421	5,088,410	5,273,876
Singapore	,,	4,568,059	5,309,110	5,792,715
Ceylon	,,	2,975,888	656,513	2,146,640
Total to all parts	,,	254,199,702	260,122,829	275,283,838
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	118,287,834	100,677,827	202,994,852
Philippine Islands	,,	17,192,719	25,354,272	22,877,150
Java	,,	36,767,536	28,113,996	18,816,428
Singapore	,,	36,217,060	46,677,953	41,019,215
Ceylon	,,	16,981,240	13,083,486	17,406,391
Total to all parts		1,666,584,984	1,789,176,406	1,900,260,705

WORSTED STUFFS.

To		For the Month ended 31st August. 1866.	1867.	1868.
China and Hong Kong	yds.	1,984,683	1,523,070	1,269,834
Total to all parts	,,	23,970,877	25,089,026	26,395,217
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	14,261,072	16,229,544	14,228,020
Total to all parts	,,	156,909,670	143,212,487	154,158,934

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st August. 1866.	1867.	1868.
China and Hong Kong	yds.	187,198	185,350	40,832
Total to all parts	,,	4,506,078	3,869,841	2,598,955
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	1,284,857	1,008,325	1,421,894
Total to all parts	,,	24,388,092	21,629,194	16,238,167

LEAD.

To		For the Month ended 31st August. 1866.	1867.	1868
China and Hong Kong	tons	56	629	270
Total to all parts	,,	3,844	3,842	4,150
		For the Eight Months ended 31st August.		
China and Hong Kong	tons	4,241	2,433	6,815
Total to all parts	,,	20,303	18,176	30,536

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and seven months ended 31st July, 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Month ended 31st July. 1866.	1867.	1868.
China (exclusive of H. Kong)	£368,331	£330,858	£654,080
Hong Kong	150,529	196,059	299,406
Japan	86,086	104,181	82,997
Singap. & Straits Settlements	190,813	160,663	150,508
Ceylon	110,518	90,902	60,676
Philippine Islands	2,429	108,469	36,956
Java	73,134	100,220	7,947

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the occasion of these rumours being brought into circulation. By making up the balance to June, 1868, it was shown that, up to that date, there was a loss of 330,000f., but this did not include the result of our operations in Netherlands India during that period, of which we have received favourable news. The said loss will be modified by the result of the second half-year of 1868." Further, it is stated that measures have been taken to prevent further losses of this kind; and that, notwithstanding the said loss will have a bad influence on the dividend, it will not affect the security which is given by the capital of the bank. This circular has given much satisfaction in financial circles, and of course it is better to know the truth. There are, however, some who do not find this circular quite clear; amongst them is a correspondent of the *Nieuwe Rotterdamsche Courant*, who has asked for further explanations.

From the budget of Foreign Affairs I ascertain that the salary of the Consul-General at Japan, Mr. de Graef van Polsbraek, will not be increased, notwithstanding that the necessity of so doing was urged lately in Parliament.

Some Roman Catholic ladies have presented to the Pope a magnificent banner, on behalf of the Papal Dutch Zouaves.

The prize shooting of our riflemen in the camp of Waalsdorp caused a series of festivals, which the King and the Prince of Orange attended. His Majesty has left for his seat *het Loo*.

PRODUCE MARKETS.

Coffee.—On the 23rd ult. the Dutch Trading Company held a public auction, at which 122,126 b. Java and Padang were offered. The whole quantity was sold, but at somewhat lower prices than were paid in the sale of the former month, especially for the white Java and the Preanger qualities. Since the auction there has been a good demand, and the market closes firm. The following transactions took place:—500 b. Java, ex Susanne, at secret prices; 1,046 b. do., ex Vice-Admiraal May, at 42c.; 800 b. do., ex Cornelia Hendrika, from 17½c. to 33c.; and 700 b., ex Karel August. The total stock of coffee amounts to 575,250 b., against 461,100 b. in 1867.

Sugar (Raw).—On the 24th ult. the Dutch Trading Company held its auction, at which 48,963 mats were offered. The market being very dull it was generally thought that the result would be unsatisfactory. This, however, was not the case, the whole quantity being sold at 1f. under the July value—No. 13, 32¾f.; No. 14, 33½f.; No. 15, 33¾f.; No. 16, 34f. The greatest quantity was bought by our home refiners, the desire to buy for abroad being very limited. There is now a good demand, and the following quantities have changed hands:—779 mats Indramajoe, ex Otto, No. 12, at 31f.; 445 mats Probolingo, ex Garibaldi, No. 10¾, at 29½f.; 165 mats Cheribon, No. 14, at 31¾f.; 1,083 mats Sourabaya, ex Vooruit, No. 19; 218 mats do., ex County of Lanark, No. 11¾; 716 do. Samarang, ex Æolus, No. 12½, at 31½f.; 371 do. Sourabaya, ex Ternate, No. 15½; 493 do. do., No. 12¾; 226 do. do., ex Hollandstrouw, No. 14, at 32½f.; 256 do. do., ex County of Lanark, No. 10½, at 29½f.; 1,285 do. do., ex Bato, No. 10¾, at 30f. The market closes with animation. The unsold stock of the Trading Company was, on the 1st inst., 26,867 mats, against 16,017 mats in 1867. The private stock was 25,457 mats.

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Tobacco (Java leaves).—The market is rather dull and inactive. The transactions include 161 bales V. and H. Blitar at secret prices, but which are thought to be 75c.; 680 bales A. S. Malang; 389 b. K. P.; 220 b. V. S., all sold in average at 45c.; 608 b. Java, A. and L. Penawangan, ex Eva Johanna. On the 7th inst. about 4,000 bales will be offered in public auction. Manila meets with a lively demand, and higher prices are waited for. The stock of Java tobacco is 15,888 bales; of Manila, 8 bales.

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SHIPPING INTELLIGENCE.

Arrivals.—Sept. 21, at Texel, from Batavia, Joseph Holmes; 23, at Texel, from Tjilatjap, Wildeman; 24, at Brouwershaven, from Batavia, Emilie; at Texel, from Batavia, Jane Kilgour; 26, at Texel, from Batavia, Hollandstrouw; 27, at Brouwershaven, from Sourabaya, Concurrent; at Hellevoet, from Sourabaya, County of Lanark; at Texel, from Batavia, Stad Leyden; at Zierikzee, from Batavia, Vooruit; 28, at Texel, from Nagasaki, Lady Love; from Padang, Manila 2; 29, at Brouwershaven, from Batavia, Aeolus; Oct. 3, at Texel, from Batavia, Golden Dream.

Passengers Inward.—From Java, per Bato, Mr. Cornets de Groot and family; per Stad Leyden, Messrs. W. and E. Wouters, W. Wolf, F. Schneiders, D. Kamsma and family, F. v. d. Linde and family; per Aeolus, Messrs. C. J. Marinkelle, C. F. T. van Woelderen, J. M. Vletter.

Departures.—September 21, from Texel for Batavia, H.M.'s steamer Djambi; October 1, from Hellevoet for Macassar, Batoe Bassi; from Texel for Batavia, Louise; October 2, from Texel for Batavia, H.M.'s steamer of war Java, Gerard Pieter Servatius.

GOVERNMENT IN THE COLONIES.

(PALL MALL GAZETTE.)

We printed the other day a curious extract from M. Guizot's contribution on modern European politics to the last number of the *Revue des deux Mondes*, entitled "France and Prussia before Europe." It is worth while to recur to the passage, both as suggestive of some serious thought, and also because it illustrates oddly enough the extremely imperfect character of the knowledge which is acquired of our special affairs even by a writer so well acquainted with us as M. Guizot.

The time of the anecdote is laid during the discussion in Parliament on the Ceylon insurrection, and the measures used by Lord Torrington in suppressing it. M. Guizot represents Mr. Gladstone as having said to him on that occasion, "It is impossible to govern our colonies as we used to do." The responsibility of governors to Parliament, he goes on to say, is "as comprehensive, as minute, as difficult to bear as that of the member of a Cabinet who is present every day in Parliament. This cannot continue. . . . The colonies should be left pretty much to govern themselves, and the mother country should not have to answer at all hours for the whole of their government. That would be a new colonial system to establish. But where is it that something new is not needed now-a-days?" "England," he adds, "was of Mr. Gladstone's opinion;" and the colonies have been chiefly left to themselves accordingly.

From the tenor of this passage it would be inferred that Mr. Gladstone was inspired by the debates on the Ceylon insurrection with the happy thought that colonies ought to be left to govern themselves, and that hence arose the great change in our system, popularly termed the establishment of "responsible government" in colonies. If Mr. Gladstone really did talk in this way with M. Guizot it must have been in the way of very loose after-dinner conversation indeed. These debates took place in 1850. At that time the change in question had been long resolved on, responsible government was already in force in Canada, and the Colonial-office was hard at work in endeavouring to introduce it decorously and with due respect for vested interests in the other North American colonies.

But the supposed sentiments of Mr. Gladstone are still more curiously inconsistent with the real state of the case when looked at from another point of view. Ceylon is one of those colonies, or more strictly dependencies, in which a handful of Europeans is established amidst a large native population. Now, in respect of this class of colonies, there has never been any serious question about self-government. The Governor of Ceylon is just as powerful now—the colonists just as devoid of power—and consequently the former as directly responsible to the executive at home, and to Parliament, as was the case in 1850. Nay, the tendency of things in regard to this class of colonies has been precisely the reverse of that which the alleged conversation presaged. The relics of self-government, which to some extent existed among them in old days, are passing away. Jamaica governed itself a good deal more twenty years ago than it does now. Both those who attacked Governor Eyre and those who defended him quite rightly laid the responsibility for what was done there after the late disturbance on him, and not on the colonists. In some smaller West Indian communities also the old representative constitutions have been given up, and the absolute government of the Colonial-office reintroduced. In the last edition of the little manual of colonial regulations twenty colonies are still enumerated, out of nearly fifty in all, as "Crown colonies," that is, legislated for by the Crown, through nominee councils. Ceylon and Jamaica are both in the number.

This constitutes, on the whole, no doubt, an insignificant exception to the general course of events in favour of the extension of political liberties. But it is remarkable, nevertheless, that, notwithstanding that tendency, the conviction seems to increase that where stronger and weaker races live together the peace can only be maintained by the control of the executive and of its delegate the governor, and that representative institutions are unsuitable. And when we look at the line which events are taking in those unhappy Southern States of America—the blood feud which it seems almost hopeless to avert between the quondam slaves, now voters, and their former masters—one cannot but be tempted to wish, in the interest of common humanity, that the mockery of those institutions could be suspended for a while, and that the way towards a future and happier adjustment of the disordered elements could be paved under a strong and intelligent dictatorship.

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Commercial.

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and eight months ending 31st August have been issued. The particulars they furnish show a very general falling off in most branches of business. The exports of British and Irish produce for August represented £16,427,597, against £17,880,099 in the corresponding month last year, and £17,450,156 in 1866, thus showing a falling off of £1,453,402, or about 8 per cent., in the declared value of our exportations compared with the corresponding month of last year, and about 6 per cent. from those of August, 1866. These figures, however, are less unfavourable than they appear, since in the two great branches of industry, cotton and woollen manufactures, there has been an increase in the quantity of goods shipped, although their money value has been less. In cotton manufactures there has been a reduction of 5 per cent. in declared value, and an increase of 6 per cent. in quantity, while in woollen manufactures there has been a reduction of 7 per cent. in value, and an increase of 5 per cent. in quantity. Cotton yarn shows a reduction of 15 per cent. in value, and 6 per cent. in quantity. For the eight months the totals are £125,265,820 in 1866, £121,056,913 in 1867, and £116,777,023 in 1868; being a reduction of 3½ per cent. from those of the corresponding period of 1867, and of 6¾ per cent. from those of 1866. The computed real value of merchandise imported in the seven months ending July 31st amounted to £132,283,806, against £128,935,900 in 1867, and £143,544,759 in 1866. The value of the wheat received was £15,320,539, being an increase of nearly £3,000,000 as compared with 1867, and of nearly £8,000,000 with 1866. Cotton shows a reduction in value of £1,361,942 contrasted with 1867, and of as much as £19,162,217 with 1866.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East :—

IMPORTS.

TEA.

		1866.	1867.	1868.
Quantity for the month ended 31st August	lbs.	2,580,505	2,556,993	4,421,542
Quantity for the eight months 31st August	lbs.	79,554,700	67,678,398	71,324,605
Value for the month ended 31st July		£120,529	£214,695	£164,922

RAW SILK.

From		For the Month ended 31st August. 1866.	1867.	1868.
China	lbs.	—	—	—
British India	,,	—	—	883
Egypt*	,,	232,563	288,402	687,818
Other Countries	,,	124,420	295,159	86,388
Total	,,	356,983	583,561	775,039
		For the Eight Months ended 31st August.		
China	lbs.	83,695	26,957	50,024
British India	,,	61,199	—	18,073
Egypt*	,,	1,837,187	2,327,626	2,551,361
Other Countries	,,	919,161	1,316,953	873,782
Total	,,	2,901,242	3,671,536	3,488,240

*In transit from India, China, and Japan.

COFFEE.

From		For the Month ended 31st August. 1866.	1867.	1868.
Ceylon	lbs.	10,069,123	8,817,567	21,259,949
Other British Possessions	,,	3,816,368	1,737,415	7,334,066
Total from all parts	,,	18,644,299	15,226,141	33,454,173
		For the Eight Months ended 31st August.		
Ceylon	lbs.	47,706,659	53,945,198	72,557,846
Other British Possessions	,,	11,274,479	8,390,921	17,554,978
Total from all parts	,,	77,432,829	84,887,566	115,688,381

RAW SUGAR.

From		For the Month ended 31st August. 1866.	1867.	1868.
Java & Philippine Islnds.	cwts.	41,243	33,894	38,506
Total from all parts	,,	1,223,656	1,288,319	1,162,985
		For the Eight Months ended 31st August.		
Java & Philippine Islnds.	cwts.	304,412	208,195	517,032
Total from all parts	,,	7,532,733	7,981,585	7,661,906

HEMP.

From		For the Month ended 31st August. 1866.	1867.	1868.
Philippine Islands	cwts.	—	9,982	4,825
Total from all parts	,,	182,228	129,079	109,948
		For the Eight Months ended 31st August.		
Philippine Islands	cwts.	28,312	59,520	95,281
Total from all parts	,,	615,075	891,651	493,570

RAW COTTON.

From		For the Month ended 31st August. 1866.	1867.	1868.
China	cwts.	4,453	—	—
British India	,,	550,946	611,582	509,851
Egypt	,,	45,193	66,996	37,374
United States	,,	198,798	267,291	87,751
Total from all parts	,,	876,615	995,576	764,920
		For the Eight Months ended 31st August.		
China	cwts.	17,949	4,707	—
British India	,,	3,439,087	1,869,451	1,532,743
Egypt	,,	735,460	851,675	820,647
United States	,,	3,834,000	3,940,083	4,345,188
Total from all parts	,,	8,809,601	7,391,680	7,500,221

CLEARANCES FOR HOME CONSUMPTION.

		For the Month ended 31st August. 1866.	1867.	1868.
Tea from all parts	lbs.	9,086,156	8,718,001	7,815,748
Coffee from Ceylon	,,	1,769,162	1,452,955	1,398,101
Do. from all parts	,,	2,605,436	2,566,327	2,388,419
Raw Sugar from Java & the Philippines	cwts.	5,487	31,275	53,858
Raw Sugar from all parts	,,	984,676	1,011,765	900,410
		For the Eight Months ended 31st August.		
Tea from all parts	lbs.	67,893,704	71,220,712	71,497,629
Coffee from Ceylon	,,	15,305,296	13,868,553	13,420,551
Do from all parts	,,	21,099,122	21,433,366	20,584,058
Raw Sugar from Java & the Philippines	cwts.	125,551	305,796	531,962
Raw Sugar from all parts	,,	6,781,093	7,716,184	7,845,162

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st August, 1868, compared with the two previous years :—

		1866.	1867.	1868.
Coffee	lbs.	37,146,804	40,266,276	62,216,713
Tea	,,	87,784,384	75,456,771	64,250,505
Unrefined Sugar	cwts.	4,059,495	3,378,244	2,435,962

EXPORTS.

COTTON YARN.

To		For the Month ended 31st August. 1866.	1867.	1868.
China and Hong Kong	lbs.	114,640	882,300	564,175
Singapore	,,	166,024	300,470	215,400
Ceylon	,,	115,048	896	33,000
Total to all parts	,,	12,969,240	15,365,614	14,494,338
		For the Eight Months ended 31st August.		
China and Hong Kong	lbs.	3,027,146	4,725,848	4,388,981
Singapore	,,	977,944	1,671,860	1,085,000
Ceylon	,,	608,026	177,191	317,61)
Total to all parts	,,	86,290,076	105,718,155	114,202,513

COTTON MANUFACTURES.

To		For the Month ended 31st August. 1866.	1867.	1868.
China and Hong Kong	yds.	16,314,347	20,098,329	23,404,196
Philippine Islands	,,	5,304,945	2,194,000	4,026,130
Java	,,	6,167,421	5,088,410	5,273,876
Singapore	,,	4,568,059	5,309,110	5,792,715
Ceylon	,,	2,975,888	656,513	2,146,640
Total to all parts	,,	254,199,702	260,122,829	275,283,838
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	118,287,834	100,677,827	202,994,852
Philippine Islands	,,	17,192,719	25,354,272	22,877,150
Java	,,	36,767,536	28,113,996	18,816,428
Singapore	,,	36,217,060	46,677,953	41,019,215
Ceylon	,,	16,981,240	13,083,486	17,406,391
Total to all parts		1,666,584,984	1,789,176,406	1,900,260,705

WORSTED STUFFS.

To		For the Month ended 31st August. 1866.	1867.	1868.
China and Hong Kong	yds.	1,984,683	1,523,070	1,269,834
Total to all parts	,,	23,970,877	25,089,026	26,395,217
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	14,261,072	16,229,544	14,228,020
Total to all parts	,,	156,909,670	143,212,487	154,153,934

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st August. 1866.	1867.	1868.
China and Hong Kong	yds.	187,198	185,350	40,832
Total to all parts	,,	4,506,078	3,869,841	2,598,955
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	1,284,857	1,008,325	1,421,894
Total to all parts	,,	24,388,092	21,629,194	16,238,167

LEAD.

To		For the Month ended 31st August. 1866.	1867.	1868
China and Hong Kong	tons	56	629	270
Total to all parts	,,	3,844	3,842	4,150
		For the Eight Months ended 31st August.		
China and Hong Kong	tons	4,241	2,433	6,815
Total to all parts	,,	20,303	18,176	30,536

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and seven months ended 31st July, 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Month ended 31st July. 1866.	1867.	1868.
China (exclusive of H. Kong)	£368,331	£330,858	£654,080
Hong Kong	150,529	196,059	299,406
Japan	86,086	104,181	82,997
Singap. & Straits Settlements	190,813	160,663	150,508
Ceylon	110,518	90,902	60,676
Philippine Islands	2,429	108,469	36,956
Java	73,134	100,220	7,947

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	For the Seven Months ended 31st July.		
China (exclusive of H. Kong)	£2,998,372 ...	£2,441,018 ...	£3,573,922
Hong Kong	1,542,445 ...	1,168,206 ...	1,878,274
Japan...	880,967 ...	920,978 ...	587,772
Singap. & Straits Settlements	1,135,250 ...	1,208,470 ...	918,056
Ceylon	601,694 ...	446,334 ...	471,475
Philippine Islands	415,630 ...	708,709 ...	517,868
Java	897,322 ...	779,736 ...	410,905
Siam	4,088 ...	— ...	268

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of cotton manufactures and yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 17th September. The shipments during the nine months ended 16th September, compared with those for the corresponding periods of 1867 and 1866, are also given.

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 17th Sept., 5,067,600 yards; for the nine months 1868, 48,662,814 yards; for the nine months 1867, 29,915,080 yards; for the nine months 1866, 29,910,208 yards. Increase for 1868 against 1867, 13,747,734 yards.

Coloured Cottons.—Export for the month ended 17th Sept., 1868, 84,880 yards; for the nine months 1868, 1,135,595 yards; for the nine months, 1867, 1,688,766 yards; for the nine months 1866, 3,330,779 yards. Decrease for 1868 against 1867, 553,171 yards.

Printed Cottons.—Export for the month ended 17th Sept., 1868, 157,500 yards; for the nine months 1868, 1,641,155 yards; for the nine months 1867, 467,647 yards; for the nine months 1866, 552,662 yards. Increase for 1868 against 1867, 1,173,508 yards.

Cotton Yarn.—Export for the month ended 17th Sept., 1868 720,528 lbs.; for the nine months 1868, 4,559,138 lbs.; for the nine months 1867, 4,612,654 lbs.; for the nine months 1866, 3,460,988 lbs. Decrease for 1868 against 1867, 53,516 lbs.

Value.—For the month ended 17th Sept., 1868, £146,752; for the nine months, 1868, £1,120,340; for the nine months 1867, £1,083,582; for the nine months 1866, £1,152,192. Increase for 1868 against 1867, £36,758.

SHANGHAI.

Plain Cottons.—Export for the month ended 17th Sept., 1868, 18,109,795 yards; for the nine months 1868, 164,365,789 yards; for the nine months 1867, 76,691,273 yards; for the nine months 1866, 80,613,680 yards. Increase for 1868 against 1867, 87,674,516 yards.

Coloured Cottons.—Export for the month ended 17th Sept., 1868, 351,375 yards; for the nine months 1868, 5,459,463 yards; for the nine months 1867, 7,754,008 yards; for the nine months 1866, 9,404,357 yards. Decrease for 1868 against 1867, 2,294,545 yards.

Printed Cottons.—Export for the month ended 17th Sept., 1868, 258,150 yards; for the nine months 1868, 3,196,177 yards; for the nine months 1867, 3,665,484 yards; for the nine months 1866, 3,540,674 yards. Decrease for 1868 against 1867, 469,307 yards.

Cotton Yarn.—Export for the month ended 17th Sept., 1868, 70,000 lbs.; for the nine months 1868, 149,700 lbs.; for the nine months 1867, 369,232 lbs.; for the nine months 1866, 48,800 lbs. Decrease for 1868 against 1867, 219,532 lbs.

Value.—For the month ended 17th Sept., 1868, £309,778; for the nine months 1868, £2,865,351; for the nine months 1867, £1,784,360; for the nine months 1866, £2,254,727. Increase for 1868 against 1867, £1,080,991.

JAPAN.

Plain Cottons.—Export for the month ended 17th Sept., 1868, 2,573,855 yards; for the nine months 1868, 17,114,490 yards; for the nine months 1867, 13,216,520 yards; for the nine months 1866, 19,958,218 yards. Increase for 1868 against 1867, 3,897,970 yards.

Coloured Cottons.—Export for the month ended 17th Sept., 1868, 151,550 yards; for the nine months 1868, 1,509,586 yards; for the nine months 1867, 2,708,621 yards; for the nine months 1866, 2,290,629 yards. Decrease for 1868 against 1867, 1,199,035 yards.

Printed Cottons.—Export for the month ended 17th Sept., 1868, 17,000 yards; for the nine months 1868, 405,641 yards; for the nine months 1867, 636,302 yards; for the nine months 1866, 2,219,431 yards. Decrease for 1868 against 1867, 230,661 yards.

Cotton Yarn.—Export for the month ended 17th Sept., 1868, 514,800 lbs.; for the nine months 1868, 3,006,021 lbs.; for the nine months 1867, 2,038,529 lbs.; for the nine months 1866, 1,812,910 lbs. Increase for 1868 against 1867, 967,492 lbs.

Value.—For the month ended 17th Sept., 1868, £76,811; for the nine months 1868, £513,873; for the nine months 1867, £512,878; for the nine months 1866, £737,197. Increase for 1868 against 1867, £995.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 17th Sept., 1868, 3,726,462 yards; for the nine months 1868, 39,318,613 yards; for the nine months 1867, 45,256,026 yards; for the nine months 1866, 37,539,616 yards. Decrease for 1868 against 1867, 5,937,413 yards.

Coloured Cottons.—Export for the month ended 17th Sept., 1868, 337,150 yards; for the nine months 1868, 3,128,511 yards; for the nine months 1867, 7,071,631 yards; for the nine months 1866, 5,485,012 yards. Decrease for 1868 against 1867, 3,943,120 yards.

Printed Cottons.—Export for the month ended 17th Sept., 1868, 136,975 yards; for the nine months 1868, 1,522,097 yards; for the nine months 1867, 3,513,041 yards; for the nine months 1866, 3,210,166 yards. Decrease for 1868 against 1867, 1,990,944 yards.

Cotton Yarn.—Export for the month ended 17th Sept., 1868, 105,998 lbs.; for the nine months 1868, 1,054,372 yards; for the nine months 1867, 1,858,853 lbs.; for the nine months 1866, 1,252,577 lbs. Decrease for 1868 against 1867, 804,481 lbs.

Value.—For the month ended 17th Sept., 1868, £77,372; for the nine months 1868, £778,256; for the nine months 1867, £1,286,797; for the nine months 1866, £1,212,869. Decrease for 1868 against 1867, £508,541.

BATAVIA.

Plain Cottons.—Export for the month ended 17th Sept., 1868, 3,798,068 yards; for the nine months 1868, 12,505,986 yards; for the nine months 1867, 14,207,719 yards; for the nine months 1866, 24,118,186 yards. Decrease for 1868 against 1867, 1,701,733 yards.

Coloured Cottons.—Export for the month ended 17th Sept., 1868, 750,741 yards; for the nine months 1868, 5,294,536 yards; for the nine months 1867, 11,051,504 yards; for the nine months 1866, 8,026,022 yards. Decrease for 1868 against 1867, 5,756,968 yards.

Printed Cottons.—Export for the month ended 17th Sept., 1868, 529,103 yards; for the nine months 1868, 3,962,141 yards; for the nine months 1867, 11,388,004 yards; for the nine months 1866, 7,259,539 yards. Decrease for 1868 against 1867, 7,425,863 yards.

Cotton Yarn.—Export for the month ended 17th Sept., 1868, 106,970 lbs.; for the nine months 1868, 430,415 lbs.; for the nine months 1867, 468,365 lbs.; for the nine months 1866, 505,608 lbs. Decrease for 1868 against 1867, 37,950 lbs.

Value.—For the month ended 17th Sept., 1868, £95,155; for the nine months 1868, £455,124; for the nine months, 1867, £878,321; for the nine months 1866, £998,466. Decrease for 1868 against 1867, £423,197.

MANILA.

Plain Cottons.—Export for the month ended 17th Sept., 1868, 1,445,263 yards; for the nine months 1868, 12,007,217 yards; for the nine months 1867, 12,156,924 yards; for the nine months 1866, 7,555,381 yards. Decrease for 1868 against 1867, 149,707 yards.

Coloured Cottons.—Export for the month ended 17th Sept., 1868, 940,825 yards; for the nine months 1868, 9,965,951 yards; for the nine months 1867, 12,537,486 yards; for the nine months 1866, 8,958,801 yards. Decrease for 1868 against 1867, 2,571,535 yards.

Printed Cottons.—Export for the month ended 17th Sept., 1868, 81,463 yards; for the nine months 1868, 654,916 yards; for the nine months 1867, 746,194 yards; for the nine months 1866, 492,865 yards. Decrease for 1868 against 1867, 91,278 yards.

Cotton Yarn.—Export for the month ended 17th Sept., 1868, 16,720 lbs.; for the nine months 1868, 215,328 lbs.; for the nine months 1867, 184,626 lbs.; for the nine months 1866, 46,588 lbs. Increase for 1868 against 1867, 80,697 lbs.

Value.—For the month ended 17th Sept., 1868, £50,655; for the nine months 1868, £465,695; for the nine months 1867, £630,602; for the nine months 1866, £450,152. Decrease for 1868 against 1867, £164,907.

CEYLON.

Plain Cottons.—Export for the month ended 17th Sept., 1868, 1,418,456 yards; for the nine months 1868, 17,822,115 yards; for the nine months 1867, 12,630,084 yards; for the nine months 1866, 13,326,523 yards. Increase for 1868 against 1867, 5,192,031 yards.

Coloured Cottons.—Export for the month ended 17th Sept., 1868, nil; for the nine months 1868, 539,276 yards; for the nine months 1867, 1,069,060 yards; for the nine months 1866, 1,268,906 yards. Decrease for 1868 against 1867, 529,784 yards.

Printed Cottons.—Export for the month ended 17th Sept., 1868 33,760 yards; for the nine months 1868, 1,714,651 yards; for the nine months 1867, 1,958,790 yards; for the nine months 1866, 3,632,937 yards. Decrease for 1868 against 1867, 244,139 yards.

Cotton Yarn.—Export for the month ended 17th Sept., 1868, 29,300 lbs.; for the nine months 1868, 352,137 lbs.; for the nine months 1867, 200,235 lbs.; for the nine months 1866, 709,357 lbs. Increase for 1868 against 1867, 151,902 lbs.

Value.—For the month ended 17th Sept., 1868, £23,504; for the nine months 1868, £355,257; for the nine months 1867, £367,319; for the nine months 1866, £547,913. Decrease for 1868 against 1867, £12,062.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices Oct. 7.
£10	Agra Bank, A shares	All	11½ to 12½
10	Do. B do.	—	6 to 7
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., and China	All	21 to 22
25	Chartered Merc. of India and China ...	All	30 to 31
20	City Bank	10	11 to 12
28½	Hong Kong and Shanghai Bank, new...	5£	¾ to ⅞ pm x.d.
50	London and County	20	48 to 49
50	London Joint Stock	15	31 to 32
100	London and Westminster	20	65 to 66
25	Oriental Bank Corporation	All	44 to 45
50	Union of London	15	33 to 34
	Miscellaneous.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	Do. Do. 1872 ...	100	104 to 106
—	Do. Do. 1882-3 ...	100	112 to 114
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	2½ to 1½ dis
10	Credit Foncier and Mobilier of England	All	2½ to 2¾
20	Egyptian Com. and Trading Company	6	5 to 4 dis.
10	General Credit and Discount Company	7½	2¾ to 2½ dis.
10	North Assam Tea (Limited)	5	7 to 5 dis.
10	Do. do. B shares	All	1 to 2
20	International Finance Society	5	1½ to 1¼ dis.
50	P. and O. Steam Company	All	52 to 54
50	Do. Do. 1867	10	¼ dis to par
10	Upper Assam Tea	All	3 to 4
100	West India Steam Company	60	53 to 55

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THE HONG KONG & SHANGHAI BANKING CORPORATION.

SIXTH REPORT OF THE COURT OF DIRECTORS

To the ORDINARY HALF-YEARLY GENERAL MEETING of SHAREHOLDERS held at the Banking-house of the Corporation, HONG KONG, on THURSDAY, the 13th August, 1868.

TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

Gentlemen,—The Directors have the pleasure to submit for the approval of the Proprietors the Sixth Half-yearly Report on the operations of the Corporation, ending on the 30th June last.

The net profit for that period, including 57,276.60 dols., brought forward from last account, after paying all charges, deducting interest paid and due, and making full provision for bad debts, amounts to 396,981.96 dols., of which, after taking out rebate on bills not yet due, and remuneration to Directors, there remains for appropriation 375,674.14 dols. From the latter sum the Directors recommend the distribution of a dividend of 7.50 dols. per share on the paid-up shares, and of 1.50 dols. per share on the new shares, being equivalent to 6 per cent. for the half-year, or 12 per cent. per annum; this will absorb 180,000 dols., and of the balance the Directors propose carrying 125,000 dols. to the reserve fund, thus raising this fund to half a million of dollars; and 70,674.14 dols. to the credit of new profit and loss account.

The growing success of the Bank, resulting, as it has done, in such an eminently satisfactory statement of accounts as is now submitted, would have justified the Court in recommending the distribution of a larger dividend than the one above suggested, but, faithful to the policy to which they have always adhered, the Directors consider it more conducive to the true interest of the Corporation to continue strengthening the Reserve Fund by a liberal appropriation out of the realised profits; a course of action likely to be thoroughly appreciated by the general public, and a steady perseverance in which must further raise the credit and standing of the Bank.

UNCALLED CAPITAL.

The Directors are happy to inform the Shareholders that the application made by them to the Home Government, through the colonial authorities, for an extension of the time within which, according to the ordinance of incorporation, the remaining portion of the Subscribed Capital of the Bank would have to be called up, has been favourably entertained, and that, thanks to the kind intervention of his Excellency Sir Richard Graves MacDonnell, C.B., the Lords Commissioners of Her Majesty's Treasury have consented to modify the terms of the Bank's Charter, so as to defer the compulsory payment of the uncalled capital (viz., two millions of dollars), until the 31st December, 1874, being five years beyond the date originally fixed as the ultimate limit.

DIRECTORS.

Since the date of the last report the following changes have taken place:—Mr. W. H. Foster, jun., has retired, and Messrs. J. P. Duncanson and W. H. Forbes have been elected as Directors in the place of Messrs. Sutherland and Foster.

The Court have also considered it advisable to invite Mr. R. Rowett, of the firm of Holliday, Wise, and Co., to join the Direction, and would ask the shareholders to confirm their act when adopting this Report. Mr. E. R. Belilios has offered himself as a Director, and the Court recommend the application to the favourable consideration of the Shareholders.

AUDITORS.

The Honourable W. H. Rennie having returned to the colony, has been requested to resume his functions as Auditor; Mr. W. C. Hunter, who acted in that capacity during Mr. Rennie's absence, having recently left China.

GEORGE J. HELLAND, Chairman.

ABSTRACT OF ASSETS AND LIABILITIES, 30th JUNE, 1868.

ASSETS.		LIABILITIES.		
Cash and bullion on hand	$2,880,430.77	Paid-up capital:—		
Government Securities	240,000.00	$125 per share on 20,000 shares	$2,500,000	
Bills discounted, loans and credits	4,826,010.61	First call, new stock	500,000	
Exchange remittances	10,913,582.30			$3,000,000.00
Bank premises	69,829.48	Reserve fund		375,000.00
Dead stock	46,125.60	Notes in circulation	$1,024,408.01	
		Deposits	5,738,402.34	
				$6,762,810.85
		Exchange acceptances		8,391,186.45
		Profit and loss account		396,981.96
	$18,925,978.76			$18,925,978.76

PROFIT AND LOSS ACCOUNT, 30th JUNE, 1868.

AMOUNTS WRITTEN OFF.			
Remuneration to Directors	$10,000.00		
Rebate on bills not due	11,307.82		
		$21,307.82	
DIVIDEND.			
At the rate of 12 per cent. per annum—			
On paid-up shares	$150,000.00		
On new shares	30,000.00		
		$180,000.00	
RESERVE FUND.			
Amount carried to credit		125,000.00	
BALANCE OF UNDIVIDED PROFITS.			
Carried forward to next half year	70,674.14		
		375,674.14	
		$396,981.96	

By balance of undivided profits at 31st Dec., 1867			$57,276.60
By amount of net profits for six months ending 30th June, 1868, after deducting all expenses and interest paid and due			339,705.36
			$396,981.96

RESERVE FUND.

To balance on 30th June, 1868	$500,000	By balance on 31st December, 1867	$375,000
		By profit and loss account	125,000
	$500,000		$500,000

V. KRESSER, Chief Manager.
H. SMITH, Accountant.

We have compared the above statements with the books, vouchers, and securities at the head-office, and with the returns received from the Shanghai, Foochow, and Yokohama Agencies, and have found the same correct.

(Signed) P. RYRIE, W. H. RENNIE, } Auditors.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

WHARVES.

SINGAPORE.

NOTICE.

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W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman.
E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.

John S. Mackintosh, Secretary, Shanghai.

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COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

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Shanghai	Japan (Yokohama)	Bombay
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SUB-MANAGER.—Theod. Dromel.

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Do.	Forward Ho	A1 17 yr.	E.I.D.	To follow
Kanagawa...	Eastrn.Queen.	A1 13 yr.	W.I.D.	With des.
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For Freight or Passage apply to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Kingdom o' Fife." Having the greater portion of her cargo engaged, will meet with quick despatch.

DIRECT for BOMBAY, the fine fast-sailing Clipper Ship HERO, A1 10 years; 666 tons register; J. PRICE, Commander; East India Docks. This magnificent vessel is noted for her fast-sailing qualities and the good order in which she invariably delivers her cargoes.

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With immediate despatch. To follow the "Spirit of the North," having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid high-classed regular trader, GRANVILLE, A1 15 years, 696 tons register. G. GALLICHAN, Commander; West India Docks. This very high-classed vessel, so well known in the Ceylon trade, is confidently recommended to shippers. Has unrivalled accommodation for passengers.

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N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

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FOR COLOMBO DIRECT.—The splendid clipper barque SUSAN PARDEW, A1 11 years, 378 tons register, loading in St. Katharine Docks. This fine vessel, so favourably known in the trade, offers the most favourable opportunity to shippers. Has superior accommodation for passengers.

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To follow the "Ariel."

FOR SHANGHAI, the celebrated Clipper Ship TITANIA, A1 16 years, 879 tons register; R. DEAS Commander. East India Docks.

For Freight or Passage apply to Shaw, Lo[illegible]ER & Maxton, 2, Royal Exchange-buildings, Lond[illegible]E.C

With despatch.

FOR HONG KONG, the well-known clipper BELTED WILL, A1 14 years, 812 tons register; A. LOCKE, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to Shaw, Lowther, & Maxton, 2, Royal Exchange-buildings, E.C.

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GEORGE JONES, No. 8, Billiter-street.

Present prices, 7s. 3d. per dozen quarts, and 4s. 9d. per dozen pints. Free on board. Protected by his own and the Brewer's Label and Patent Capsule.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 294.] LONDON, MONDAY, OCT. 19, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	Homeward. Received this day.
JAPAN — Osaka and Hiogo	—	—	Aug. 18
Yedo	—	—	Aug. 21
Yokohama	June 19	Aug. 8	Aug. 23
Nagasaki	—	—	Aug. 24
Hakodadi			
CHINA — Peking	—	—	Aug. 16
Tien-tsin	—	—	Aug. 15
Chefoo	—	—	Aug. 20
New-chwang	—	—	Aug. 20
Hankow	—	—	Aug. 26
Kiu-kiang	—	—	Aug. 27
Chin-kiang			
Shanghai	July 3	Aug. 17	Aug. 29
Ningpo	—	—	Aug. 27
Foochow	—	—	Aug. 30
Formosa—Tamsuy			
Amoy	—	—	Aug. 31
Swatow			
Hong Kong	July 17	Aug. 24	Sept. 4
Canton	—	—	Sept. 3
Macao	—	—	Sept. 3
PHILIPPINES—			
Manila	July 3	Aug. 18	Aug. 28
COCHIN-CHINA—			
Saigon	—	—	Aug. 25
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak	—	—	Aug. 29
JAVA — Batavia	—	—	Sept. 6
MALACCA STRAITS—			
Singapore	July 31	Sept. 1	Sept. 12
Penang	July 31	Sept. 4	Sept. 9

THE MAILS, &c.

The above table of latest dates applies (as usual) only to the regular mail delivered here this morning. By the Pacific route we have four days later news from Japan, which is given in its proper place.

The next homeward P. and O. mail, bringing Hong Kong dates to Sept. 18, will be due in London on the 2nd Nov., and the following French mail about the 6th.

Telegrams from Hong Kong *via* Galle to Sept. 24 were received here on the 13th inst.; from Shanghai, *via* Kiachta, to the 23rd Sept. to-day; and from Singapore to Oct. 8 also to-day.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Massilia, arrived Oct. 16.—From Hong Kong: Mr. Greig, Mr. Gleimins, Mr. J. Smith, Don A. Osario and servant. From Shanghai: Mr. A. Wheeley, Mr. W. Brand, Mr. Von Rees, Mr. C. Badenoch. From Galle: Captain Catar, R.N., Mr. Webster, Captain and Mrs. Campbell and child.

To Gibraltar.—From Hong Kong: Mr. A. Lard, Mr. A. Vrae, and one second-class passenger.

To Southampton, per P. and O. steamer Poonah, expected to arrive Oct. 24.—From Yokohama: Captain Maddison. From Hong Kong: Mrs. Jackson, and two second-class passengers. From Singapore: Mrs. Maddison. From Galle: Mr. Pearce, Mr. Strachan.

PASSENGERS OUTWARD.

Per French mail steamer from Marseilles, Oct. 19.—None booked from London.

Per P. and O. steamer Delta, from Marseilles, Oct. 18.—To Shanghai (*via* Bombay): Mr. Coutts.

Per P. and O. steamer Syria, from Southampton, Oct. 17.—To Yokohama: Mr. E. D. Murray. To Shanghai: Rev. W. A. and Mrs. Russell, Mrs. Pickwood and two daughters, Mr. G. W. Coutts. To Hong Kong: Miss Campbell, Lieut. H. R. E. Grey, R.N., Miss R. Schwing. To Ceylon: Mr. Wm. White, Mr. Creasy.

Per P. and O. steamer Massilia, from Marseilles, Oct. 25.—To Shanghai: Mr. Higson, Mr. W. Watson. To Hong Kong: Mr. H. Marsh. To Singapore: Mr. J. H. Davidson.

From Suez.—To Ceylon: Mr. Binny Scott.

Per P. and O. steamer Ceylon, from Southampton, Oct. 31.—To Shanghai: Mrs Stewart, Mrs. Cooper and child. To Hong Kong: Mrs. Browne, Mr. R. Bullock. To Singapore: Lady Keppel and two children, Mr. R. R. Bruce. To Ceylon: Lady Ouseley and three children, Mr. J. A. R. Smyth.

Per P. and O. steamer Bangalore, from Marseilles, Nov. 8.—To Shanghai: Mr. F. May. To Hong Kong: Mrs. Partridge, Mr. Nomuran, Mr. Yamaon, Mr. W. Gregory, Mr. S. W. Pomeroy, jun. To Penang: Mr. and Mrs. J. S. Young, Mr. J. R. Henderson. To Ceylon: Mr. and Mrs. J. Maitland and child, Mr. G. A. and Mrs Icholls.

Per P. and O. steamer from Suez, November 8.—To Singapore (*via* Bombay: Mr. Aitken.

Per P. and O. steamer Pera, from Southampton, Nov. 14.—To Hong Kong Mr Hirschfield, Dr. and Mrs. C. Scott. To Singapore: Mrs. E. M. Smith.

Per P. and O. steamer Syria, from Marseilles, Nov. 22. To Batavia: Mr. H. Lorch, Mrs. Lorch, Mr. F. J. Lorch.

Summary of News from the Far East.

JAPAN.

OSAKA AND HIOGO.

News from the North informs us that Ooeno Mia Sama has been set up as Mikado by the Northern party. The *Japan Gazette* thus announces this important step:—

"Recent advices from the North confirm our former information. The Mia Sama has formally assumed the Mikadoship, and resides at Hagurosan, near Shonai, in Dewa. His first act was to change the name of the year; his second to appoint Kujo Dainogon a Daijo Daijin. We hope this will not displease our contemporary the *Japan Herald*, who has strange notions about the Daimio Kujo and his whereabouts.

"The Kanguns are now reinforcing Yedo to the utmost, and it is certain that there will be one of the main seats of strife. Japanese say that now the war will be very severe and very long; that there will be an immense amount of distress in the city, that we shall have as large a quanity of silk this year as they can possibly press into the market, but that next year there will be hardly any; that the country will swarm with ronins, and the authorities will be powerless to deal with them until the whole of the troubles are over, and a strong Government is re-established; and that this can never be the case until the South is literally crushed. So we see what we have to expect.

"It is reported that the Tokugowa have requested that all the French officers engaged by the late Shiogoon will immediately join the Shin Kangun forces."

YOKOHAMA.

Dates from this port by the incoming P. and O. mail are to the 23rd August. The French and English mails of June 18 and 19 arrived out together on the 8th August with London telegrams to July 13. The outward mail of July 3 was hourly expected, as also the homeward Pacific mail steamers from Hong Kong and Shanghai.

The following summary of news is from the *Japan Times'* overland edition.

The fortnight has been a very quiet one in every particular. Abundance of rumours without foundation are industriously circulated by those in favour of the rebel party, but the fact is that the Mikado's Government is quietly strengthening itself every day. In no way can this be done more effectually than in that pointed out by us in discussing the difficulties of the new men, in the department of the Customs, in our last; the employment of foreigners in their various departments of administration; and this truth appears to have been realised by them, for we have now to announce the appointment as Comptroller of the Navy, or something analogous to that officer in our service, of an American gentleman. Mr. W. H. Grinnell has been for some years in the United States navy, which he has left to take up the position offered here, and is for many reasons well fitted for the post he is assuming. The name of his father will be familiar to Englishmen as that of one of the leading merchants of New York, whose generous enthusiasm in the attempt to rescue Sir John Franklin is fresh in our minds. A similar appointment for the army is spoken of, and general Paul Frank, late American Acting Consul at Hiogo, is stated to have received the offer of it, but it has not yet, we believe, been definitely accepted.

A factitious excitement is being got up, we remark from the China papers, respecting alleged persecutions of native Christians in Nagasaki. We shall take an opportunity shortly, in all probability, of discussing this subject. Meanwhile, we have to warn readers at home against giving credence to the rumours they will hear about *noyades* of martyrs and other atrocities, respecting which there is no single fact as yet established as true. We may state broadly that we disbelieve the whole story. Some weeks ago we drew attention to an abominable nuisance which annoyed

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decent people walking the Yokohama streets at night; this public remonstrance, backing a private and influential appeal to the governors of Yokohama, was happily rewarded with success, and some thirty or forty public women were arrested and forbidden the practice of their miserable calling. Two days afterwards, a local paper issued an extra, setting up the same cry of "Persecution of Native Christians!" There is clearly something more than meets the eye in these Nagasaki fables, and we cannot but view with great suspicion the coincident circumstances of the presence in these waters of a far larger French squadron than usual, and of the delay on the part of the Emperor to give formal recognition to the Mikado's government. The Jesuit missionary has more than once been the shadow cast before the Chasseur d' Afrique.

The local Government surprised the foreign settlement three days ago by closing the gates at the points of exit to all Japanese not in foreign employ, and flocks of canards were quacking about for an hour or two. It was soon ascertained, however, that the purpose of the authorities was a thoroughly legitimate one, the arrest of the silk and silk-egg men from Oshiu and other northern provinces, some of whom were believed to be spies of Aidzu's in disguise. It is by no means improbable that this will be followed by a more vigorous act, the stoppage of all returns in coin for the produce already brought in from these sources, but it is difficult to see with what justice foreign Powers can interfere. The abrogation of the Treaties of 1858 with the Shiogoon is a fact accomplished by the abolition of the Shiogoonate and both the contending parties acknowledging, as they do singularly enough, that the Mikado is the real sovereign of the country, interference would be most unjust on the part of any of the foreign Powers that have delayed recognising him as such; while the duty of the English Minister is clear, to stand by his new ally.

We have no local matters of much importance to record. We have had the usual little excitement of a drunken Yakonin frightening a foreigner, a murder or two and a suicide in the native town, and the tail of a typhoon passing over the settlement. The French packet left on the 13th with 384 bales of silk only, a very small quantity for this time of year; and the *Great Republic* is expected from Hong Kong to take the American homeward mail. The *Hermann* has left for her trip to the north, and the *Albion* has not yet returned from Nee-e-gata. A most successful dramatic performance was given on board H.M.S. *Ocean* by the men, and almost all Yokohama availed itself of the hospitality of Captain Stanhope and the officers of that magnificent ship. The *fete* Napoleon on the 15th went off very quietly, and the public demonstrations of enjoyment were less conspicuous than we have seen them. The weather generally has been exceedingly pleasant, and the health of the settlement is good.

LATER ADVICES BY THE PACIFIC ROUTE.

By the Pacific mail route, *via* San Francisco and New York, we have Yokohama advices to Aug. 27th, four days later. The following is given as a summary of the news:—

"Although no decisive battles have taken place between the two contending powers in Japan, and although actually but slight changes have occurred in the relative positions of the parties, an end to the present difficulties will not improbably ensue within a very short period. The party of the North have resorted to a bold move by appointing a new Mikado. Oeeona Mia Sama, Chief of the Seven Mias or High Priests of Japan, whose residence, it will be remembered, was attacked and burned at Yedo, on the 5th of July, after that affair, fled in disguise to Aidzu. Several Northern princes also met here, and the result of the conference was a proclamation declaring Oeeno Mikado. It was stated in the proclamation that they did not desire altogether to supersede the other Mikado, but that the appointment was made simply to have a head for the Northern party. Nevertheless it was understood that the newly-appointed Northern Mikado is to be a permanent arrangement. Oeeno Mia Sama is the uncle of the Southern Mikado, and is his natural successor. The results of several engagements which have already taken place, and of which we have been already advised by telegraph, has considerably demoralised the Southerners, and their Mikado entertains serious notions of resigning. Should he do this the probabilities are that the country will again subside into a peaceful condition. If, however, the Southerners hold out, it is not at all improbable that a compromise will be made on the basis of the secession of the North from the South, each section to have its own Mikado."

CHINA.

—o—

CHEFOO.

A correspondent writing on the 28th August says:—"I cannot come to any fixed opinion about the gold mines. A party of men went out there a few days ago and dug a hole about twelve feet deep, when they came to the black sand. Water coming into the hole prevented them from working, and one of them returned last night to Chefoo for a pump, and another left, as he was wanted here. The Taotai sent out fifty men and filled up the hole early this morning, and I have just got the particulars. Now, I must confess that when I heard of the hole being dug so deep without finding gold I began to think that gold was not to be found in the hill, and I was waiting for the water to be pumped out to get at the real truth. If the Taotai had only left the men alone, perhaps they would have come to the conclusion that there was no gold, and the whole lot of diggers would have left the place; but this action of the Toatai has prevented the truth from being known, and moreover has given rise to the feeling that there must be gold there, or else these steps would never have been taken to fill up the hole.

"At all events the question remains in *statu quo*, and the endeavours that were being made to resolve all doubts have been frustrated by the action of the mandarins, and an incentive still exists to prospect again. If there had been twenty diggers instead of four, the hole would never have been permitted to be filled up. The probable result of this will be that a larger number of men will go to Kiu-san and dig, in spite of the mandarins, until they bring the affair to a test. I do not think that anything that has been said and written as yet on the subject will bring over diggers from California, but if they come I don't think that any such deplorable results as imagined by the alarmists would be the result. If there is no gold at Kiu-san, which is far from uncertain, there are the gold districts of Mo-san, of Tsi-hia, and of Ping-too, and from the most reliable reports the last-named place is very rich in gold, so that the emigrant diggers would always find some place to work it. If Californians come over and determine to try for gold, insisting on having the same rights in China as Chinese get in California, they will not be thrown away in Shantung. There can be no doubt about the lead mines, and a miner could easily get two piculs of ore a-day. I know that I got a picul of lead ore brought to me a few months ago by a Chinaman, who got it from the side of a hill about twelve miles distant from this."

A postscript dated the 20th says:—"The diggers have begun to sink a new hole, and have now pitched their tent close to it, to keep guard over it. It was not the Taotai who closed the last hole, but the villagers, excited by the Taotai's orders and threats that he would make them smart if the foreigners were allowed to dig. The proclamation posted up at Mosan, forbidding the natives to sell food—has been withdrawn, and another published, authorising the people to deal with foreigners. The Taotai has had to knock under, thanks to the energetic remonstrances of the Treaty Consuls here. A large party of American and French naval officers have been to the diggings, and Kinsan-sze is becoming the resort of all visitors to Chefoo."

SHANTUNG.

The rebels have re-entered Shantung, and the people have requested the mandarins to abstain from interfering, and to leave them to their own resources, saying that they can protect themselves, or at any rate can better support one plundering body than two. It is even said that they did gain one victory over the marauders, but that the Imperialists under Tsoh came up at the last moment, and not only took the matter out of their hand, but pitched into them for interfering. This incident is said to have been truly reported at Court by the Futai of Shantung, and to have caused great sensation. The intention to send Li and Tsoh to their viceroyalty has not been carried out; they are too strong; but both have been reduced three steps in nominal rank.

Further advices from Shantung state that the Imperialists have succeeded in gaining a decisive victory over the rebels, and in killing the chief wang, an Anhwey man named Chang-tsan-yu, together with a large number of his followers. Twenty thousand is the number of slain given out, but this report must be taken for what it is worth. The Chinese never kill less than ten thousand. Li, Tsoh, and the Tartars are said to have all participated in the event.

SHANGHAI.

The English mail of July 3 arrived on the 17th of August, with London telegrams to July 21. Later telegrams to August 7 had been received via Kiachta. The present homeward mail left on August 29.

We gather the following items of news from the *North China Herald*:—

A meeting of shareholders in the China Fire Insurance Company has been held, at which the company was shown to have Tls.125,000 in hand beyond its capital. The directors were empowered to wind up the company after the 31st December. (A report of the proceedings will be found below).

An extraordinary meeting has been held of the subscribers to the British Church Establishment, at which Mr. F. H. Bell was elected a trustee, in place of Mr. W. J. Bryans, who has resigned office on leaving this port for Hong Kong.

We hear that the Gas Company have determined to lay on mains up the Bubbling Well-road, as far as the old toll bar; so that the new houses which are being built there will be supplied.

An informal meeting of bund lotholders has been held at the Club, to ascertain if common action was possible in the matter of extension of the bund. It proved, after some discussion and interchange of views, that there was much variety of opinion upon the main points; and also that, with many of the bund lots, nothing can be done at present for want of sufficient authority from the absent owners to their representatives. The majority of the meeting were decidedly not ready to say that they would en

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close and pay for any reclaimed land abutting on their frontage, nor was there even unamity of opinion as to whether the bund-holders should yield up their beach rights in favour of ship wharves and pontoons, or in favour of cargo-boat wharves and pontoons, or whether they would yield them on any consideration. As plainly nothing can be done in the matter of extension by the general community until some understanding is come to with that section of it owning the bund lots, this important improvement will probably be deferred until the pressure of an increasing commerce forces the bund lotholders to take the initiative in proposing and carrying out some comprehensive plan.

A case illustrating the "security" question has been heard before the Mixed Court. The U. S. Assessor distinctly repudiated the doctrine laid down in the Alcock-Medhurst Notification; and the Chinese Magistrate acquiesced in the view that security chops were unquestionably binding in the full sense of the term. Indirect attempts are being made to explain that the famous Notification in question was only intended as a "warning" to English subjects to use caution in the acceptance of security. But the wording is unfortunately antagonistic to this view. It says distinctly that the "Chinese are in the habit of regarding a surety rather as a person who comes forward to recommend his principal * * than as an individual who binds himself * * * * to fulfil all his obligations with and for him." It is exactly this theory of recommendation which the U. S. Assessor repudiated, with the assent of the Chinese Magistrate. *Apropos* of "Security Chops," we may mention an instance that has come to our knowledge in which a Chinaman, secured by another, contracted to deliver a certain quantity of tea to a foreigner, who advanced Tls. 8,000 on the contract. The market went up; the Chinaman failed to deliver; and the foreigner came down on the guarantor, who not only refunded the advance, but added the difference in price, *i.e.*, the profit which the foreigner would have made had the contract been fulfilled.

A local paper notices that there has of late been a startling increase in the number of cargo-boat robberies which have taken place in this port, and warns the public to be on their guard against the rascally manœuvres of the Chinese thieves. In one vessel, through the vigilance of the police, a system of plunder was discovered which will land the captain in a loss of probably not less than 400 or Tls.500. In connection with this case a most ingenious trick for robbing tin-lined boxes is mentioned. A case was taken and the bottom carefully lifted off. The whole of the tin lining was then allowed to slip out and a hole cut in at the top, through which the goods were abstracted; the case was then put together as before, and upon being landed was of course suspected on account of its appearing to have been broken open at the bottom. It appearing, however, on removing the wood, that the tin at the bottom was uninjured, it was at first concluded that the case had not been opened; but fortunately further investigation proved the nature of the fraud that had been perpetrated.

Our readers will be glad to learn that the Asiatic Society are taking active steps towards completing arrangements for an expedition, having for its object the exploration of the Yellow River. A committee has, we hear, been appointed to arrange the details; and it is expected in the course of a little while that the plans will be entirely matured. We hear, also, that a project for the publication of a digest of the more important papers in the China Repository is occupying the attention of the above-named body.

A correspondent in Hankow states that the Rev. Mr. Hoking, of the American Protestant Episcopal Mission (under the charge of Bishop Williams, at Wuching), was grievously assaulted on Monday, the 7th inst., by some military students, who followed him from the Parade Ground, whither he had accidentally wandered with a Chinese Christian priest. They pursued him into the Chinese town, throwing stones at him all the way. He had a very narrow escape.

ATTACK ON MISSIONARIES AT YANGCHOW.

News has just reached us of a very serious attack on Protestant missionaries in Yangchow, which claims prompt and decided action by the Consular authorities. Our readers may not be aware that Mr. J. Hudson Taylor established a Protestant mission, about two months ago, at Yangchow—a large city about fifteen miles due north from Chinkiang, on the Grand Canal. This is an important literary place, and is also an official centre, being on the high road to Peking from the south. About ten days ago inflammatory placards were posted all over the city, charging the missionaries with the abstraction of children and with boiling them up for medical purposes. They were also accused of administering, to Chinamen, drugs and philters which converted them into foreigners. The consequence was that the missionaries were mobbed and pelted through the streets, their windows broken and doors smashed in. The literary class are said by the Chinese to have been at the bottom of the whole affair. Six of their head-men called a sort of guild meeting at the Confucian temple about a fortnight ago, and it was there decided that the foreigners should be expelled from the city at any cost. These head-men are well known, and their apprehension may be effected without difficulty.

About five days ago Mr. Taylor's house was broken into and besieged a second time; but on the afternoon of the 22nd inst. a much more serious attack was made. A mob of several thousand people surrounded the house—a two-storied one—and eventually broke into it and set fire to the lower story in several places, trying to burn the occupants to death. Some of the ladies and children were badly wounded, and the Rev. Mr. Reid lost one of his eyes. Our correspondent tells us that ten ladies, who were on the upper floor with the children, were obliged to throw these out of the windows, and then jump after them themselves. One lady was within a month of her confinement, and serious fears are entertained for her life. After the party had escaped all the furniture, books and clothes were burned. The report of these proceedings reached Chinkiang on Sunday evening; and Mr. Allen, the Assistant in charge of H.M.'s Consulate, proceeded at once to Yangchow, accompanied by some members of the foreign community, to try and settle matters. They returned on the 24th instant, together with the missionary party, whom they met coming down by boat under escort of a body of troops belonging to the Commander of the Yangchow garrison. From their account, it seems that the native authorities gave assistance and protection on Sunday evening; but that they delayed doing so until the matter had reached the crisis we describe, and when the very lives of the missionaries were in serious danger. It is likely, however, that the Che-foo could have suppressed the disturbances several days earlier had he tried. At any rate, he was clearly either unable or unwilling to do this; so that whichever supposition be true, he deserves to lose his post. There seems little real doubt that he wished to get rid of the foreigners.

We need not point out that unless prompt and decisive punishment is inflicted for this outrage there will be no safety for the life of any missionary in this country. The Chinese are gradually beginning to feel that Consular action in the provinces is weak and inoperative; and they now look upon it as the mere shadow and ghost of authority. It is feared by neither the officials nor the people, and is practically a myth. Take the present case as an instance. It is almost certain that no strong action will be taken or can be taken without reference to Peking. This will require several weeks, probably months, and the question will then be consigned to the Chancery of Her Majesty's Legation. If anything is finally done, it will only be when the affair has passed out of the minds of the people, and the ringleaders have all disappeared, and are nowhere to be found. The idea of centralising all the influence and weight of H.M.'s Government at Peking may be good in the abstract; practically, however, the pressure is frequently much more needed in the provinces; and the absence of it is a source of new dangers and difficulties. The Chinese cannot respect officials who possess no real power; and that is how H.M.'s Consuls are at present circumstanced. If prompt punishment be not exacted for this barbarous outrage it will be a disgrace to our policy. If a French mission were in case, there would be little peace for the authorities, local or central, till it had been thoroughly avenged. We remember, indeed, a few years ago, M. Chevrey-Rameau marching a body of troops to a place near Kahding, and settling a much less serious difficulty on the spot. We can hardly look for any such decisive action here; but we do trust that a thorough investigation and condign punishment of ringleaders will be promptly and emphatically demanded. The ringleaders should be first made an example of; but, if inquiry bear out our information, the prefect and subordinate magistrates should also be degraded. It is true that the Chinese populace are slow to anger; but it is also true that, once excited, they form most dangerous mobs. It is especially the duty of local officials, therefore, to check outbreaks in time, and there seems little doubt the authorities at Yangchow could have checked this outbreak a week previously had they tried. If we pass over their neglect merely because they are now willing to make amends, it will be silly and weak.

CHINA FIRE INSURANCE COMPANY.

A meeting of shareholders was held on the 20th August—Present Mr. F. H. Bell, Chairman, Messrs. Cunningham, Probst, Overweg, Dow, Groom, Gamwell, Brown, Maccall, Maclean, Cameron, Lavers, Porter, White, King, Simpson, &c.

The minutes of the preceding general and special meeting were read and confirmed. The Directors' Report was also read as follows:—

"The Directors have to lay before the Shareholders a report of the working of the Company, from 1st January to 30th June, 1868, and a balance sheet showing its position at the latter date.

"It appears from the accounts, which have been duly audited, that there was at credit of the company a balance, exclusive of capital of Tls. 125,294.92

"The directors regret that there should again appear in the account so large an item under the head of losses, the greater part of which, viz., Tls. 51,957.38 was occasioned by the fire at Foochow.

"In consequence of the resolution passed at the extraordinary meeting of the shareholders, held on the 7th of April, 1868, the company has ceased doing business at the outports, and only grant risks in Shanghai up to the 31st of December next.

"Since the date of the accounts the sum of Tls. 34,000 has been placed to fixed deposit account.

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WORKING ACCOUNT, 30TH JUNE, 1868.

Dr.	Taels.	Taels.
To Premia collected to 30th June, 1868	32,538.44	
„ Interest account	10,633.48	
„ Exchange	104.01	
		43,275.93
„ Balance transferred to reserve fund		16,597.04
	Shanghai Taels	52,872.97

Cr.	Taels.
By Losses and claims	52,043.91
„ Commission allowed to agents	1,460.28
„ Salaries	2,950.00
„ Directors' account for 1867 and 1868	695.00
„ Re-insurance	736.26
„ Charges	1,987.52
Shanghai Taels	59,872.97

After an inquiry by Mr. Maclean regarding the suspense account,

Mr. Groom proposed and Mr. Dow seconded—"That the report as presented be accepted, and the accounts, as shown by the balance-sheet to June 30, 1868, be passed."

Carried unanimously.

The Chairman then said that, in accordance with the vote passed at the last meeting, the directors had ceased taking risks at the outports, confining their business to Shanghai. But they found, after the 30th June, that it would be unsafe taking risks even in Shanghai. They could only get risks at the annual rate; that is to say, if they accepted a risk for three months they could only get the annual rate. This was an unsafe basis for any fire insurance company to work on, and the directors had therefore discontinued all risks, pending any remarks the shareholders might have to offer. The most important questions now seemed to be—whether they should take any more risks, and whether they should reinsure the remaining outstanding risks or allow them to run off.

Mr. Groom asked whether their risks in Hong Kong had been reinsured, or whether any steps had been taken to do so.

The Chairman replied in the negative.

Mr. Groom asked whether any steps had been taken in regard to winding up the company. It seemed the business of this meeting to decide on the future existence of the company.

Mr. Cunningham thought that point had been decided at the last general meeting.

Mr. Groom admitted that it had been so virtually; but if any idea of continuing the office did exist, it behoved them to elect a provisional committee at this meeting. It might be better to take the opinion of the shareholders present, and to settle the matter, and thus save the trouble of calling an extraordinary meeting.

In reply to Mr. Maccall, the Chairman said the directors had ascertained some time ago that the cost of reinsuring their risks would be Tls. 45,000. He could not say exactly what it would be at present—probably about Tls. 25,000. If the question of reinsurance were left to the directors, they would of course do their best to save the shareholders from risk.

Mr. Cunningham now proposed, and Mr. Probst seconded,

"That, in pursuance of the action of the shareholders at the special general meeting held on the 7th April, 1868, the directors are empowered to close the business of the company definitely on the 31st December next, and to make distribution of the capital and accumulated profits as soon thereafter as possible."

The Chairman having assented to a remark by Mr. Lavers, that in the meantime no further risks would be taken, this resolution was carried and the meeting separated.

SWATOW.

By the S.S. *Azof*, which arrived at Hong Kong on the 21st August, intelligence of more disturbances at Swatow is to hand. It appears that on the 17th ult. a row took place in a gambling-house, close to the English concession, which led to much bitter feeling among the natives, and a fight was anticipated. Little petty disturbances took place; but on the evening of the 18th instant a body of 300 men, armed and equipped, crossed over from the north side of the river, in boats, and, on arrival, made a deliberate attack on the town. It was evening when the fight commenced, and it continued without intermission for some three or four hours, during which time it is rumoured that no less than forty men were killed. The fight took place in the streets, and many were the atrocities that the parties on either side committed, among which may be mentioned, cutting and slicing of an enemy's dead body, &c. H.M.'s gunboat *Drake* was anchored off the town to protect the Europeans, and it was intended that her crew should go on shore in the event of further hostilities. Another fight was expected to take place on the night the *Azof* left, that is the 19th; but owing to some mandarins having arrived, it was reported that a reconciliation between the contending parties would be brought about. Of course, during such scenes as this business is entirely suspended, in proof of which the steamer *Azof* brought no passengers and very little cargo from Swatow.

HONG KONG.

The present mail left Hong Kong on the 4th September. The outward mail of July 17 was delivered on the 24th August; the latest London telegrams received were to August 8. The local news is neagre in the extreme.

The Hong Kong and Whampoa Dock Company, Limited, held their annual meeting on the 25th ultimo. The Report was most unsatisfactory; no dividend was declared. The amount of debt had largely increased; there was little or no money in hand, and it was decided to call up the rest of the capital.

MR. POLLARD'S CONTEMPT OF COURT.

The Pollard contempt case has come once more before the public, chiefly through some ill-advised proceedings on the part of the Chief Justice, thus recounted in the *China Mail*:—

His Lordship on Friday last handed a bulky manuscript document to the reporters, and desired that it should be printed at full length, not only in the daily issues of the *China Mail* and of the *Daily Press*, but also in their overland editions. His lordship coupled his request with an intimation that if it was not complied with he should regard the conductors of both papers as "malicious slanderers." The manuscript was a full report of the proceedings before the Judicial Committee of the Privy Council *in re* the locally celebrated "contempt" case, upon which the editors of both papers freely, but not improperly, commented at the time of its occurrence. It was impossible, for various reasons, to observe his lordship's behests, and the manuscript, after having been submitted in the proper quarters, was returned to his lordship, who was referred to the conductors of the papers, in the hope that personal communication with them would enable him to understand the mechanical difficulty which prevented their printing the manuscript in the manner required, and that he would be induced to withdraw the offensive alternative contained in the words "malicious slanderers." His lordship has taken no notice of the message. The use of the words is not, we understand, denied by his lordship, but he avers that he uttered them in a jocular tone. Such "jocularity" is very apt to be considered offensive to a sense of self-respect, and in this case the epithet "malicious slanderer" had an effect not contemplated by his lordship. . . . . The report will, we hear, be printed for circulation at his lordship's private expense, in which event the whole circumstances of the case may again come before the public. It was nearly forgotten, and even now had better rest where it is.

THE "THERESA" COOLIE MUTINY.

A correspondent of the *China Mail* gives the following interesting account of the capture of the ringleaders in the *Theresa* coolie tragedy:—

The Chinese gunboat *Tienpo*, Captain de Longueville, left Canton on the 2nd August, to search for certain individuals accused of having in the early part of July last committed acts of piracy and murder on board the Italian coolie ship *Theresa*. She returned to Canton on the 29th ultimo, having succeeded in perfectly accomplishing the object of her cruise.

Captain de Longueville provided with instructions from the Viceroy of Canton and Baron de Trenqualye, H.I.M. Consul at that port, arrived at Macao on the 3rd August, to obtain information regarding the affair from Baron do Cercal, the Italian Consul, and to receive on board as passengers Mr. Dublé, late second mate of the *Theresa*, and two sailors of the same vessel, who as it turned out were important witnesses. On the 4th the gunboat anchored in the neighbourhood of the Bay of Tsahpo, in the island of Hailing, district of Yong Kong.

After a most minute search and frequent cruises by the gunboat around the island of Hailing and in the unfrequented bay of Yong Kong, the following results were arrived at by the chief Chinese mandarin in the neighbourhood, in concert with Captain Longueville:—Six prisoners were arrested, four of whom were recognised as the ringleaders in the revolt of the coolies, and as the instigators of and actors in the murders which occurred during the three long months of the unfortunate vessel's return from south of New Zealand to the China coast. These same individuals had negotiated directly with the Chinese merchants of the neighbourhood for the sale of the goods on board the *Theresa*. In a word, there is a complete proof against the prisoners of piracy and assassination, the murder of the second mate, brother of the captain, Bollo, having even taken place at Tsah-po on the very evening of the vessel's arrival. The two other prisoners are a Chinese cabin boy and a female domestic of Madame Bollo, both very young, but from whom the most complete information can be obtained.

Besides the prisoners, a certain sum of money paid for the boats of the *Theresa*, burnt in the environs of Tsah-po, or arising from fines imposed on the merchants who treated with the pirates, has been given up by the delinquents, and taken in the *Tien-po* to Canton. She has also recovered some boxes containing a quarter part of Madame Bollo's effects, which were found in possession of the chief ringleaders of the mutineers.

It may therefore be assumed that from the abundance of information obtained, and of proof against the criminals, the affair is in good train, and the Italian Government is already about to obtain legitimate satisfaction, so far as the punishment of the murderers can be so termed. It would have been difficult for the *Tien-po* to have better fulfilled her mission, especially if it be recollected that the neighbourhood is hitherto unexplored, and that bad weather prevailed during her visit to it. Captain de Longueville deserves great credit.

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STRAITS SETTLEMENTS.

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SINGAPORE.

From this port our advices are to Sept. 12th. The outward mail of July 31st was received on the 1st Sept. The latest London telegrams were to Aug. 23rd. The news, which is of little importance, is thus summed up by the *Straits Times* :—

The Legislative Council have had two meetings, on the 4th and 7th instant, but its proceedings do not call for much notice. A "Gambier Adulteration Bill" has been introdueed by one of the unofficial members, the Hon. T. Scott, and is likely to become law. The Bill is the result of a representation to Government by the Chamber of Commerce, but it is a matter of considerable dispute whether it is desirable or wise to pass such a measure at all, and whether it should not be made more comprehensive, so as to include all produce. The other measures before the Council are not of much interest except to those immediately concerned. The public generally do not take the slightest interest in the Council, which was so eagerly wanted, and of which so much was expected, and public opinion on this point is right in the main in regarding such a sham of an institution with mingled feelings of impatience, contempt, and dislike.

An interesting communication has been received from the King of Siam, in regard to the eclipse. His Majesty, it appears, amongst his other accomplishments, has turned his attention to astronomy, and made calculations with regard to the eclipse with the accuracy of a Senior Wrangler or an Astronomer Royal. It would be difficult to find another King capable of doing the same.

A good deal of talk has been caused by the action of Government in dealing with two swindling Chinamen, who suddenly decamped from Mauritius with a considerable sum of money, leaving heavy debts behind them. They were overtaken here by a Mauritius corporal of police, with all their plunder. It is hardly credible, but it is a fact, that nothing was done to the rogues. They were released by direct order of his Excellency the Governor, and all their stolen property restored to them, with, it is said, an apology from the Commissioner of Police, and they left for the Flowery Land next day, with rejoicing and triumphant hearts, in the P. and O. steamer *Norna*. It was all done according to law, it is averred, but if so, we can only repeat Bumble's pithy remark, seeing more force in it than ever we did before, that "the law is a hass."

It is said that the 73rd Regiment, at present stationed at Hong Kong, is coming down here about the beginning of next year. So many *canards* have been current, however, with regard to a European regiment coming to the Straits, that this, the latest *on dit*, is regarded with suspicion.

H. M. S. *Avon*, Commander Fitzroy, a new gunboat, intended for the suppression of piracy in China waters, arrived here on the 10th inst.

Tenders have been invited by Government for the construction of a steam launch. With another building at home by White, of Cowes, and with a large steamer also on the stocks, the present plethoric condition of our revenue will soon be considerably relieved.

A change of proprietorship has taken place in regard to this paper, the result of the recent judgment in the Gunpowder case, but no change will be made in existing arrangements.

Business has never been so dull before in the recollection of the oldest inhabitant, but there is a considerable amount of it done all the same. The bazaar is in anything but a satisfactory state.

The half-yearly meeting of the Tanjong Pagar Dock Company was held on the 26th August. The directors' report and statement of accounts were most satisfactory ; the net profit for the half-year, from the wharves and warehouses alone (the dock being still incomplete), was over 5 per cent. on the entire outlay, and far better results are justly anticipated when the whole establishment is in working order. The *Straits Times* considers the success of the undertaking wonderful.

LATEST TELEGRAMS.

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(Reuter's Telegrams, received via Galle, Oct. 13.)

Hong Kong, Sept. 24.—Gray Shirtings, 6¼ catty, $2.90. Water Twist, 16-24, $1.25. Cotton, $17. Tea, unchanged. Exchange on London, 4s. 6d.

Shanghai, Sept. 19.—Gray Shirtings, 6¼ catty, Taels 2.35. Cotton, 18½ taels. Tea, Congou, finest sorts higher. Silk, quiet ; No. 3 Tsatlee, 570 taels ; settlements in fortnight, 8,000 bales ;* export to date, 37,000 bales ; stock, 5,000 bales. Exchange on London, 6s. 1¼d. Freights, £2 10s.

Private Telegram Received this Day via Kiachta.

Shanghai, Sept. 23.—*Ajax* steamer sunk at her anchorage.

Private Telegram Received this Day via Galle.

Singapore, Oct. 8.—Grey Shirtings, 8¼lbs., $2.70. Market dull. Arrival—*Sree Singapura*, from London, 98 days out.

Received this Day, via New York.

San Francisco, Saturday, Oct. 3.—The steamer *Great Republic*, for Hong Kong *via* Yokohama, sailed to-day with over a million dollars in treasure, and a cargo valued at $160,000.

* These figures are evidently wrong, though correct as received by telegram.

Commercial Report.

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CHINA AND JAPAN IMPORTS.

Yokohama.—There had been a great want of animation in the market throughout the interval, and the business had been only to a limited extent at a decline in rates. Cotton Yarn : Quotations nominal, a very small business done, and to effect sales a sensible reduction would have to be accepted. Grey Shirtings : A few sales had been made, but holders were not inclined to sell at our quoted rates. Deliveries of sold goods had been freer. T-Cloths : Nothing doing. Quotations nominal. Velvets : Only black saleable, these freely. Other Cotton Goods were not inquired for. Woollens : In very small demand, and quotations mostly nominal. A few Black Camlets had been quitted at $17.0. Some Figured Orleans had been sold at quotations which showed a heavy loss. Cloth : In small demand, but some business had been done. Blankets : Recent arrivals had recruited stocks, and the market was sensitive, but a fair business had been done. Metals : Re-export of lead going on on Japanese Government account ; otherwise dull. The current quotations were as follows : Grey Shirtings : 7 lbs., $2.25 to 2.35 per piece ; 8.4 to 8.8 lbs., $2.78 to 2.85. White Shirtings, 56 to 60 reed, $3.10 to 3.20 ; 64 to 66, $3.50 to 3.70 ; 68 to 72, $3.70 to 4.10 ; T-Cloths, 6 lbs., $1.90 to 2.0 ; 6.8 to 7 lbs., $2.10 to 2.30. ; Turkey Red Cloth, 24 yards 32 inches, 2.80 to 3.10 ; Spotted Shirtings : White, 3.25 to 3.50 ; Dyed, 3.40 to 3.60 ; Camlets, S., $16 to 17 per piece ; S.S., $15.50 to 16 ; S.S.S., $13 to 14 ; B.B., $16 to 17 ; B.B.B., $16 to 17 ; Cloth, Medium, Good Black, $1 to 2 per yard ; inferior, $0.60 to 1 ; broad, Good, $1.25 to 2 ; inferior, $0.60 to 0.80. Metals, &c., Iron Nail Rod, $3 to 3.50 per picul ; Hoop, $4.25 to 4.50 ; Bars, $2.75 to 3.50 ; Pig, $1.30 to 1.50 ; Wire, $6.50 to 7 ; Lead, $7 to 7.75 ; Tin, $17 to 18 ; Tin Plates, $8 to 8.5.

Tientsin.—Large supplies of goods had been forwarded into the interior, and the market was quiet. An advance of 3c. to 4c. per piece had been established on Grey Shirtings, 8¼ lbs. being quoted Tls. 2.3.8 to 2.4.0. Camlets, SS Scarlet, in good enquiry at Tls. 13.5.0. to 14.0.0.

Shanghai.—Cottons : A limited business had been transacted in Plain Cottons, at prices which in most instances, showed a decline. Importers had made very few sales, either of goods on the spot, or for arrival. The principal sales were by native speculators. Grey Shirtings, 8¼ lbs. : resales had been effected at a reduction of 5 cents to 1 mace on last mail's quotations, and offers were being made for arrivals at Tls. 2.3.0 to 2.4.5. White Shirtings and T-Cloths were quiet and dull of sale. English and American Drills still continued in good demand. Fancy Goods, generally, were in very poor request. Woollens : Spanish Stripes, Medium Cloth, and Habit Cloth were neglected, with the exception of a trifling enquiry for best makes of Medium Cloth. Camlets of favourite assortments were in moderate request. Long Ells, scarlet, were difficult of sale. Assorted colours were in good demand. Lastings : a few sales had been made, but the market was very dull. Figured Lustres : further sales were reported at Tls. 3.7.5 to 4.0.0. Metals : There had been rather more enquiry for Nail Rod and Bar Iron, and higher prices than were ruling at the departure of last mail could be obtained. Lead, Steel, and Pig Iron were dull of sale. Tin Plates in improved demand. Quicksilver, Tls. 49 to 50. Coals : English Coals were not in demand. A cargo of American was sold for arrival. From ship, Australian Coals had been disposed of at Tls. 9.0.0 to Tls. 9.2.5, but consignees were inclined to land and store cargoes rather than accept these terms. Superior Japan Coals had fetched Tls. 6.1.0. Sales of Formosa had taken place at a decline on previous prices. Arrivals : From Great Britain, 2,573 tons ; from America, 309 tons ; from Australia, 5,019 tons ; from Japan, 475 tons ; from Formosa, 2,755 tons ; and from Saghalien, 450 tons ; in all, 11,581 tons, of which 3,373 tons were to order. The current quotations, at the departure of the mail, were as follows:—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.3 to 2.0.8 ; 8.4 to 8.6 lbs., Tls. 2.3.3 to 2.3.8 ; 9 to 9.12 lbs., Tls. 3.0.0 to 3.3.7 ; White Shirtings, 56 reed, Tls. 2.0.5 to 2.1.0 ; 60 reed, Tls. 2.1.5 to 2.2.5 ; 64 reed, Tls. 2.3.5 to 2.4.0 ; 66 reed, Tls. 2.4.5 to 2.5.5 ; 72 reed, Tls. 2.7.0. to 2.8.0 ; 80 to 84 reed, Tls. 3.0.0 ; T-Cloths, 6 lbs., Tls. 1.5.5 to 1.9.0 ; 7 lbs., Tls. 1.8.0 to 2.1.5 ; 8 to 8.4 lbs., Tls. 2.3.5 to 2.6 0 ; American Drills, 40 yds., Tls. 4.4.5 to 4.6 5 ; American Jeans, 30 yds., Tls. 3.5.0 to 3.6.5 ; American Sheetings, 40 yds., Tls. 4.1.5 to 4.2.0. ; English Drills, 40 yds., Tls. 4.2.0 to 4.4.0 ; Dutch Drills, 30 to 40 yds., Tls. 4.0.0 to 4.3.0 ; Velveta—Black, 22 in., per yd., Tls. 0.2.2 ; Blue, 22 in., Tls. 0.2.1. to 0.2.2½ ; Camlets, English, S.S., Tls. 12.2.5 to 13.2.5 per piece ; Spanish Stripes, Tls. 0.5.5 to 0.7.0 per yard ; Medium, Broad, and Habit Cloths, Tls. 1.0.0 to 1.2.5.

Foochow.—The following sales had been reported during the fortnight:—1,600 pieces, 8½ lbs., Grey Shirtings, at $3.20 to $3.30 per piece ; 250 pieces, 7 lbs., T-Cloths, at $2.50 per piece ; 1,000 piculs, Lead, at $9.00 per picul (against tea).

Hong Kong.—Messrs. Olyphant and Co.'s Circular, dated 3rd Sept., contains the following :—Cotton Yarn.—Transactions have been confined to the settlement of two small parcels, Nos. 16 and 24 Bombay, but coast advices have induced more firmness on the part of holders, who are now demanding an advance of $2.50 per bale. Piece Goods.—Very large parcels both of Grey Shirtings and T-Cloths have been forwarded to Shanghai by importers during the fortnight, the shipments amounting to about 2,800 bales, and including all the finest 7lb. T-Cloths in stock. The reduction of stocks and the continued favourable advices caused an advance of 5 cents per piece, but purchases have been confined to actual requirements, and two vessels having arrived from London, this improvement has been lost in Grey Shirtings, but White Shirtings and T-Cloths still command the enhanced values. Turkey Reds are very firm. Drills have been inquired for, and all descriptions show a marked improvement. A fair business has been done in English, and the only parcel of Dutch on offer has been taken, but only one sale of American has been made, holders demanding prices above the views of buyers. A fair quantity of American has been shipped north on importers' account. Quotations for Jeans and Shirtings are quite nominal. Woollens : Long Ells have met with some inquiry, and are fully 10 cents dearer. One parcel of extra quality H.H. Assorted has fetched as high as $9.15, but this can hardly be called a quotation. Spanish Stripes are quite neglected, and nominal values are again lower. 10 lb. Blankets are

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unchanged, but 7 lb. are wanted and dearer. Lastings and Crape Lastings are very firmly held. Camlets have been taken to a fair extent on former terms, and an advance in prices is not improbable, stock not being excessive. Metals: Nail Rod and Bar Iron are again lower, and Hoop is weak. Wire is unchanged, and Steel very firm. Lead shows a marked decline. Tin is scarce and wanted at an advance of 50 cents per picul. Tin Plates are lower. Quicksilver quiet and easier.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—During the fortnight a steady business has been doing, and settlements amount to about 2,500 piculs, consisting of most grades, principally for the American market; arrivals had come forward fairly, and a few fine parcels had been settled. Stocks, except for low quality, were small. Prices ruled firm, as last quoted. The vessels reported as loading had sailed, bringing the export to up to date 1,381,754 lbs., more than double that of last year. Quotations:—Common, $22 to 23 per picul; Good Common, $24 to 25; Medium, $25 to 26; Good Medium, $28 to 30; Fine, $30 to 35; Finest, $36 to 40; Choice, nominal.

SHANGHAI.—Black: The market remained inactive for some days after the departure of the last mail, and prices appeared to be drooping. Since then, however, buyers had eagerly pressed forward, and the result had been large purchases at previous prices for all but common descriptions, the latter having sustained a decline of from Tl. ½ to 1. Supplies had been liberal, and notwithstanding the large settlements the stock remaining was considerable, being fully as large as at the date of the departure of the last mail. Natives, who had appeared to be desponding, were more confident, and the market closed firm. Settlements for the fortnight, 24,450 chests; re-shipments on owners' account, 11,000 chests; stock, 89 chops, or 35,968 packages. Quotations, duty paid, exchange for credits, at 6s. 2⅛d. per tael, and freight at £3 10s. per ton:—Hohow, common to fair, 1s. 0½d. to 1s. 4d.; Oonam, ditto, 1s. 0¾d. to 1s. 4¾d.; Ningchow, fair, 1s. 2¾d. to 1s. 4d.; Oopack, fair to good, 1s. 2¾d. to 1s. 5½d. per lb. Green: The principal feature was the opening of the market for Teenkai Teas, and purchases had been made at prices fully Tls. 5 to 6 over the early settlements of last season. Most buyers held aloof at these high rates, and lower ones were anticipated. Pingsuey Teas had been purchased at rather easier prices. The following had been bought:—Teenkai, Tls. 40 to 48; Fychow, Tls. 34 to 41½; Pingsuey, Tls. 30 to 40; Shanghai packed, Tls. 28½ to 37½. The stock was considerably increased. Settlements for the fortnight, 24,000 half-chests; re-shipments on owners' account, nil.; stock, 35 chops, or 29,518 half-chests. Quotations, exchange, &c., as above, for Fychow and Teenkai Teas, were:—Gunpowder, 1s. 8d. to 3s. 10d.; Imperial, 1s. 4d. to 3s.; Young Hyson, 1s. 3d. to 3s. 2d.; Hyson, 1s. 3d. to 3s. 10d.; Twankay, 10d. to 1s. 8d. per lb.

HANKOW.—The market had been very quiet, consequent on the unfavourable advices from home, and the large export from every port in China. Prices were Tls. 1 to 2 lower, and but for the reduced supplies would have declined further. Shipments to Shanghai on native account had again been large. Quotations were: Oopacks, fair to medium, Tls. 16.6 to 19.5, equal to 1s. 3½d. to 1s. 5½d. per lb.; Oonams, fair, Tls. 17 to 19.5, equal to 1s. 3¾d. to 1s. 5¼d. per lb.

KIUKIANG.—Only one trifling settlement of Congou had been made. Supplies were coming forward very slowly, the unsatisfactory prices ruling leading teamen to restrict their operations to up-country. Only one small chop of Green Teas had come to hand, but considerable quantities of Moyune were close at hand, delayed by adverse winds, and would arrive very shortly.

FOOCHOW.—Teas settled during the fortnight had been principally for the colonies, prices paid being too high to induce much business for the English market. Rates had not altered much, but in some instances, taking exchange into consideration, there had been a rise of nearly 1 tael. Congous: Early in the interval the market was very quiet, with a downward tendency, but since then large purchases had been made on Australian account, and one or two houses had bought rather freely for England, so that at the close we are unable to note any change in quotations, the teamen being very firm holders, though stocks had considerably increased. Souchongs had been in fair inquiry at about previous quotations. Oolongs: Some large purchases effected before the departure of last mail had been reported, but the actual business done during the fortnight had been very limited, buyers wanting a considerable concession in price. Scented teas were rather cheaper and had been taken to a fair extent. Flowery Pekoes were neglected. Settlements for the fortnight had been:—Congou, 27,757 chests, at Tls. 9.7 to 25.3 per picul ship off; Souchong, 3,119 chests, Tls. 19.8 to 39.3; Oolong, 18,207 half-chests, Tls. 26 8 to 38.8; Scented teas, 9,814 boxes, Tls. 22.8 to 27.3; Flowery Pekoe, 60 chests, Tls. 32 8.

CANTON.—Two chops Congou have been received; two sold at Tls. 25 and Tls. 27, and one small chop at Tls. 30½, which left the stock three chops—2,258 chests. Scented kinds had been bought to a fair extent at a slight decline on previous rates. District Gunpowders had met with some attention for the Buenos Ayres market. The following sales were reported: Country Congou, 3 chops, at Tls. 25 to 30½; Canton District ditto, 4,500 boxes, at Tls. 21 to 23½; Scented Orange Pekoe, 2,500 boxes, at Tls. 22 to 31½; Scented Caper, 10,000 boxes, at Tls. 20 to 27; Canton Gunpowder, 2,000 boxes, at Tls. 22 to 24.

SILK.

YOKOHAMA.—An active business had been done during the fortnight, and consequent on the continued good advices from home, prices had advanced in average fully $30 per picul on former quotations. Fine parcels of Hank sorts were in great request, what few lots had arrived had been eagerly bought at extreme rates. An improvement generally was noted in the quality of the parcels that had lately reached the market; they had, however, consisted almost entirely of Hank sorts. Silk-worms' Eggs: Arrivals amounted to 1,340,000 cards, and total settlements were computed at 1,100,000, against arrivals to same date last year, 400,000. The supplies were therefore decreasing, and the stock on offer was largely composed of rejected and inferior. A few Bivoltini had appeared. Second quality had been offered at low rates, and some reduction was noted on even best sorts. Quotations were: Best (green) Oshu, $3.75 to 4.25; Good, ditto, $3.0 to 3.50; Best Sinchu, $2.75 to 3.0; Good, ditto, $2.0 to $2.50; Common, $0.50 to 1.75. Quotations for Silk were as follows (including all charges to London at exchange, 4s. 8¼d.):—Mybash, Nos. 1 and 2, 37s. 8d. to 38s. 5d.; Nos. 1, 2, and 3, 34s. 6d. to 36s. 10d.; Nos. 2, 3, and 4, 32s. 6d. to 33s. 8d.; Oshu inferior, 26s. 1d. to 28s. 6d.; Coshu, medium, 29s. 8d. to 31s. 8d.; ditto, inferior, 26s. 3d. to 28s. 11d.

SHANGHAI.—Messrs. Skeggs' and Co.'s report, dated August 27th, offers the following remarks:—The English mail left on the 15th August, taking 2,396 bales Chinas and 364 bales Japans; the American mail of the same date took 98 bales Chinas, and the French mail, on the 20th August, had 1,063 bales Chinas, and 384 Japans. Before the departure of the Messageries steamer, prices for nearly all descriptions, except chops and finest Silks, declined from Tls. 10 to 20 per picul, which has not since been recovered, and as we write a further weakness on the part of holders is evident. Buying throughout the fortnight has been pretty general, and we give the following as the more notable settlements: Choopings chop at Tls. 580 for No. 3; Koo-fong-sings, Tls. 575; Dragons, Tls. 570; Donkey, Tls. 565; Blue Flags, Tls. 540; and Red Peacocks, at Tls. 470 per picul, the two latter being very inferior, and not nearly up to the standard of the season. About 300 bales of Chop Silks have been taken, but most of the purchases consist of medium and good Tsatlees, from Tls. 440 to 480 per picul, and the market is now rather bare of desirable parcels of this kind. Fat Mow Hainins, No. 2, have fetched Tls. 480, but they are still in little demand. Taysaams, owing to their relative price, have commanded some attention, but the greater portion of them go forward on native account. Re-reeled Hainins and Tsatlees have been in good enquiry, and the "Pang E Tah" chop is reported to have been settled at Tls. 635, while some of equally as fine and good quality has been bought at Tls. 600 to 605. Throwns are neglected, owing to the extreme prices asked. About 800 bales going forward are said to be on account of Chinese. Arrivals from the country have been in proportion to settlements, thus leaving the stock unaltered.

CANTON.—This market was very quiet, nearly the whole of the settlements reported having been made in the first few days of the interval. Finest kinds were scarce and firmly held, but market descriptions were in good supply. Excepting for finest sorts prices have considerably declined, and were $15 to 20 below last quotations. Re-reeled Cumchook of very good quality could be bought at $560. The following sales had been made:—Tsatlee, sales 150 bales, at $550 to 560; Loongkong 450, at $545 to 575; Kow-Kong 450, at $50; re-reeled Cumchook quoted at $560 to 570.

EXPORT OF TEA AND SILK, SEASON 1868-69.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Aug. 31, 1868	605753	40109266	41291913	...	7398304	89405236	25758
Corresponding period last season	...	31425888	27001299	...	7174064	65601251	1758

Shipments Since;

Aug. 12	per Avon	From Foochow	... 791,700*	
— 13	... Weymouth	... Shanghai	...6,050,668*	
— 15	... Isabella Ridley	... Do.	... 703,489*	
— 15	... F. Reck	... Do.	... 606,165*	
— 16	... Oryx	... Yokohama	... 124,914*	
— 17	... Marcellus	... Shanghai	... 375,497*	
— 17	... Fusiyama	... Canton	... 689,597*	
— 22	... Red Riding Hood	... Foochow	...1,000,900*	
— 26	... Coulnakyle	... Do.	... 724,200*	
— 28	... Jubilee	... Do.	... 976,200*	
Sept. 4	... Orissa (ml. str.)	... Shanghai, &c.	... —	5,293

* Included in above total.

TO UNITED STATES.

From June 1 to Aug. 31, 1868	...	...	...	...	...	2120555	Pcls. 310
Corresponding period last season	...	...	...	...	...	733490	157

Shipments Since;

Aug. 15	per Costa Rica	From Shanghai	... 16,492*
— 15	... Parmenio	... Yokohama	... 387,225*
— 17	... Benefactress	... Do.	... 459,204*
— 22	... Tientsin	... Foochow	... 252,300*

* Included in above total.

TO THE CONTINENT.

From June 1 to Aug. 31, 1868	...	...	...	...	...	2097660	Bales —
Corresponding period last season	...	...	...	...	...		—

Shipments Since;

Aug. 18	per Mountain	From Foochow	... 558,200*
— 21	... Dr. Peterman	... Do.	... 940,600*

* Included in above total.

TO AUSTRALIA.

From June 1 to Aug. 31, 1868	7,724,104 lbs.
Corresponding period last year	6,328,400

Shipments Since;

Aug. 12	per Gustav	From Foochow	... 271,600*
— 21	... Cleopatra	... Do.	... 205,300*
— 22	... Engelbert	... Do.	... 247,700*
— 23	... N. Nicholson	... Do.	... 277,000*
— 23	... Avonvale	... Do.	... 380,800*
— 25	... Wm. Fruing	... Hong Kong	... 117,365*

* Included in above total.

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EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7½d.	4s. 7⅝d.	4s. 7⅜d.
Shanghai ,, ,, ...	6s. 2d.	6s. 2⅛d.	6s. 2¼d.
Canton ,, ,,	4s. 6⅝d.	4s. 7⅛d.	4s. 8d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5d.	4s. 5⅛d.	4s. 6⅛d.
Manila ,, ,, ...	4s. 2d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	310 to 311	232
,, Hong Kong	26¼ dis.	—
Bar silver	111·2 0	8 prem.
Mexican dollars	74·1·0	par.

Bous, at Yokohama, 282 to 280 per 100 dols. At Nagasaki, 293 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 3; Old, 18 per cent. premium
China Gas Company, par.
Hong Kong and Whampoa Dock, New, 6 to 7 dis.; Old, 6 to 7 per cent. discount.
Union Dock Company, 18 per cent. discount.
China Traders' Insurance, 300 dols. premium.
Hotel shares, 45 per cent. discount.
Hong Kong and Macao Steamboat Company, 3 per cent. discount.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Aug. 15, Gaucho; 19, Isles of the South; from Liverpool, 14, Goodel, Grenadier.

At Shanghai.—From London, Aug. 25, Sir Harry Parkes; 27, Minnie; from Cardiff, 23, Ilmari; from New York, 23, Golden State.

At Foochow.—From Havre, 25, Mongol.

At Hong Kong and Canton.—From London, Aug. 27, Corera; from Cardiff, 23, Susanna, Venus, Emile; 25, Nina; from Glasgow, 24, Shantung; from Liverpool, &c., 31, Ajax (str.); Sept. 23, Amacree; from Bremhaven, Aug. 20, Ellen Rickmers; from Callao, 27, Aurora.

At Manila.—From Liverpool, Aug. 16, Trinidad; from Cardiff, 17, Palm Tree; from Cadiz, 24, Florida Blanca; from Bordeaux, 16, Cervantes.

At Singapore.—From Liverpool, Sept. 5, Prince Waldemar; 6, Orion; 9, Eastern Chief; 10, Otter; from Cardiff, 3, J. W. A. Lorenzen; 8, Eureka, Krimpen Aan de Lek; 9, Rebecca; 10, Marie, Jacoba Helena; from Hamburg, 11, Gustav Adolf.

At Penang.—From Glasgow, Aug. 26, Mary Falconer.

At Batavia.—From Glasgow, Annie Story.

DEPARTURES.

From Yokohama.—For London, Aug. 16, Oryx; 19, Benefactress, or New York; 15, P.M.S.S. Parmenio.

From Foochow.—For London, Aug 22, Red Riding Hood; 26, Coulnakyle; 28, Jubilee; for Falmouth, Dr. Peterman; 28, Mountain Ash; for Boston, 22, Tientsin.

From Hong Kong and Canton.—None.

From Manila.—For Channel, *via* Yloilo; Aug. 15, Isle of Wight; for New York, 26, Orpheus.

From Singapore.—For London, Sept. 5, Nyassa; 6, Zodiac; 11, Annie Florence; for Liverpool, 3, Twilight.

From Penang.—For London, Aug. 26, Caldew; Sept. 3, Borderer.

VESSELS LOADING.

At Yokohama.—For New York, Lanercost.

At Shanghai.—For London, Broadwater, Evelyn Wood, Georges, Helen, Janet Ferguson, John Nicholson, Juanpore, Mercator, Napoleon III., Pegasus, Prudhoe, Rolen, Valdivia; for New York, None.

At Foochow.—For London, Yung Frau (full), John Milton, Windermers, Diamond, Ironsides; for New York, Havelock.

At Hong Kong and Canton.—For London, Neville (full), Chetah, Luzon, Bella; for New York, Nellie Hastings.

At Manila.—For London, Abnegacion; for New York, Mystic Bell.

At Singapore.—For London, Flora, Geraint; for Liverpool, Knighton; for Glasgow, Bothwell Castle; for Boston, Rainbow, Prince Waldemar.

At Penang.—For London, Mary Falconer.

FREIGHTS AND CHARTERS.

At Yokohama.—To London: £3 5s. to £3 10s. per ton of 40 cubic feet; per steamer, $45.

At Shanghai.—To London the rate is £3 (to £3 10s. per ton of 50 cubic feet; to New York: £3 10s. per ton of 40 feet; for coasting purposes there is more inquiry for tonnage.

At Foochow.—The rate to London is £3 10s. per ton of 50 cubic feet, and to New York, £4 per ton of 40 feet.

At Hong Kong and Canton.—Vessels on the berth for London are loading at £3 10s. per ton for the Philippines; for home there have been no transactions; for Saigon home the rate is £3 5s. to £3 10s. One small vessel has obtained £4.

At Manila.—Produce is scarce, and no settlements have been made. There are three disengaged vessels in harbour.

At Singapore.—A fair demand exists for vessels of moderate tonnage. The following are the settlements made:—Prince Waldemar, 464 tons, to Boston for £2,300, 20 lay days. Emile Irma, 393 tons, to Bordeaux, with gambier at 90f. per ton, and from Penang with pepper at 95f. per ton, 30 lay days. Orion, 340 tons, to load at Bangkok, to Hamburg or Bremen, at £3 17s. 6d. per ton. Eastern Chief, 401 tons, to New York, at £3 7s. 6d. for gambier in bales, £3 5s. for tin and other dead weight, £3 10s. per ton for light freight.

At Penang.—To London: Light freight £3; sugar, in baskets, £3 10s.

At Batavia.—Rates for home average 90f. per last, equivalent to £4 7s. 6d. per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Aug. 16	Kadosh	Zebu	London
,, 17	Invincible	London	Hong Kong
,, 18	Belvidere	Manila	New York
,, 19	Psyche	Liverpool	Hong Kong
,, —	Irene	Hamburg	Shanghai
,, 21	Kandanghauer	Amsterdam	Batavia
,, 22	Agder	Newcastle	Batavia
,, 23	Abbot Lawrence	Manila	Coruna
,, —	Laurel	London	Hong Kong
,, 24	Robert Porter	Manila	Liverpool
,, —	Java	Liverpool	Batavia
,, 26	African Maid	Freemantle	Batavia
,, —	Tamerlane	London	Shanghai
,, —	Johanne	Bremen	Batavia
,, 27	Palawan	Cardiff	Hong Kong
,, —	Meridian	Singapore	London
,, 28	Early Dawn	Saigon	Falmouth
,, —	Willemina Clara	Amsterdam	Batavia
,, 29	Peruvian	Manila	New York
,, 30	North American	Aden	Batavia
,, 31	Maria Gabrielle	Saigon	Belle Isle
Sept. 1	Ocean Chief	Liverpool	Shanghai
,, —	Paradies	Liverpool	Hong Kong
,, —	Robin Hood	Zebu	Liverpool

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Oct. 15, at Falmouth, from Akyab Zorida; 14, at Texel, from Tjilatjap, Elisabeth and Jocoba; at St Nazaire, from Akyab, Mentana; 17, at Liverpool, from Foochow Everest; Oct. 14, at Helvoet, from Batavia, Louis Meyer; 18, at London, from Foochow, Taitsing, from Hong Kong, Falcon; 19, from China, Min; 18, in the Downs, from Foochow, Wemyss Castle, at Liverpool, from Rangoon, Florine; at London, from Colombo, Mary E. Ray.

Departures.—Oct. 16, from London, for Shanghai, Leander; fo Cardiff and Hong Kong, Elcano; from Hamburg, for Bangkok, Ino; 14, from Penarth, for Yokohama, Sir Ralph Abercrombie; for Singapore, Meggie; 17, from London, for Cardiff and Hong Kong, Queen of the Ocean; 15, from Glasgow, for Penang, Ulva; 14, from Bordeaux, for Singapore, Cornete.

Laid On.—At London, for Shanghai, Titania, Forward Ho; at Liverpool, for Shanghai, Everest; at Glasgow, for Batavia and Sourabaya, Mindia.

Spoken.—Taeping, of Glasgow, London to Shanghai, Oct. 4, 48 N., 8 W.; Talbot Castle (barq.), Shields to Galle, June 13, 21 S., 68 E.; Margaret, Newcastle to Batavia, Sept. 10., 10 N., 26 W.; Medea, Batavia to Rotterdam, Oct. 10, 49 N., 9 W.; Falcon, Foochow to London, Sept. 24, 15 N., 28 W.; No. 8,546, 3rd or 4th d.p., Singapore to London, Aug. 16, 29 S., 36 E.; Kate Carnie, London to Shanghai, Sept. 20, 14 N., 25 W.; Hawry, Newcastle to Singapore, 28 days out, Sept. 7, 27 W.; Henriette, Amsterdam to Padang, Sept. 2, 12 N., 25 W.

Miscellaneous.—At Mauritius, Sept. 2, Spiteful, from Trincomalee; 5, Copernicus (str.), from Shanghai, for London; 11, Nestor, sailed for Singapore; at Teneriffe, — Copernicus (s.), from China, and left Oct. 10 for London; at Mauritius, Aug. 22, Reine des Anges, Brun, from Saigon; Sept. 6, St. Charles, Jaffrain, from Saigon; 8, Norham, Henderson, from Foochow, to land some mutinous seamen, and sailed 14 for London. A telegram from Shanghai, via Kiatcha, announces, "Ajax (str.) sunk at her anchorage."

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Alt—On the 9th Aug., at Nagasaki, Japan, the wife of W. J. Alt, Esq., of a daughter.
Bradfield—On the 27th Aug., at Shanghai, Mrs. John Bradfield, of a son, stillborn.
Droege—On the 14th Aug., at Shanghai, Mrs. A. Droege, of a son.
Duff—On the 20th Aug., at Rangoon, the wife of Major A. G. Duff, Magistrate of Rangoon, of a daughter.
Sangster—On the 22nd Aug., at Hong Kong, the wife of Charles F. A. Sangster, of a son.
Schutze—On the 23rd Aug., at Macao, the wife of F. S. Schutze, Esq., of a son.

MARRIAGES.

Mountain—Hay.—On the 6th Oct., at the Congregational Church, Clapham, by the Rev. J. G. Rogers, B.A., the Rev. James Mountain, Congregational Minister, Great Marlow, Bucks, to Joan Mary Hay, daughter of the late Mr. David Nicolson, of Shetland, and widow of Andrew Hay, Esq., late of Singapore.
St. Croix—Bilsland.—On the 13th Aug., at Trinity Church, by the Rev. C. H. Butcher, M.A., C. W. de St. Croix, Esq., of H.I.M.'s Customs' Service, to Miss Sarah Louisa Bilsland.

DEATHS.

Bucklin—On the 25th Sept., at Brooklyn, New York, Thomas P. Bucklin, jun., Esq., of Bucklin, Crane, and Co., in the China trade, aged 30.
Crowe—On the 4th Oct., on the passage to Ceylon, the infant daughter of Robert Crowe, Esq., of Colombo, aged nine months.
Hallett—On the 25th Sept., at New York, Henry S. Hallett, Esq., in the China trade.
Heymeyer—On the 1st Sept., at Broadfields Bungalow, Tanglin, Theodore Ignatius Heymeyer, Esq., from Batavia, aged 37 years.
Hill—On the 24th Aug., at Batavia, the infant son of Wm. Lorrain Hill, Esq.
Joshua—On the 2nd Sept., at Singapore, of apoplexy, Mrs. R. Joshua.
Methven—On the 2nd October, at Swathling, near Southampton, Helen, infant daughter of Robert Methven, Commander Peninsular and Oriental Company, aged 16 months.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the Far East.

Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra

The London & China Telegraph.

LONDON, MONDAY, OCT. 19, 1868.

THE CHINESE EMBASSY.

The Chinese Embassy remains at the Grosvenor, and, with the exception of a visit to the Lyceum Theatre last week, has given no public sign of its presence in this capital. On his visit to Lord Stanley to present his credentials, Mr. Burlinghame was accompanied only by the two Associate Ministers (Chih-tajen and Sun Tajen), and the interview was purely of a formal nature, it being understood that no business would be transacted until the assembling of Parliament and the return of the Queen from Scotland. In fact (apart, of course, from the election agitation), political life here is, for the present, at a complete standstill; and, although this and the unfavourable time of year have prevented any excitement being roused by the arrival of the Embassy, we believe Mr. Burlinghame and his colleagues are well content to avail themselves of a period of inaction while recovering from the effects of their passage across the Atlantic, which have been severely felt by nearly every member of the party.

Another long article on Mr. Burlinghame's Mission has appeared in *The Times*, and will be found entire in another column. It will be remembered that in former articles the leading journal unreservedly condemned the new treaty presented to the United States as being hollow and deceptive. The present article, however, is devoted more to a consideration of the real nature of Mr. Burlinghame's personal position, and to the good he may effect if he proves himself genuinely desirous to promote a closer intercourse between China and Western nations generally, without seeking to push the interests of the United States at the expense of all others. The Mission, it observes, is "either an elaborate plot to throw dust in the eyes of the world," or an evidence of a voluntary abandonment of the old policy of isolation and exclusion. If Mr. Burlinghame is not duly authorised to pledge his Government to this step, then his Mission must soon be revealed as a mockery and a delusion, in which he will be the principal victim. This is all very well; but does not the treaty just concluded with the United States bear on its face the character of a hollow sham? Does not the concluding clause virtually nullify all the others? and although no special propositions for a similar treaty have as yet been presented to our own Government, is it likely that Mr. Burlinghame will offer us any better terms than he gives his own countrymen? Moreover, any hopes that might have been raised by the arrival of an accredited Minister, with regard to a prospective improvement in our position in China are entirely crushed by our late advices from that country. How can we give credit for sincerity to a Government which, while sending a Minister to demand admission into "the family of nations" and make a treaty of reciprocity and international rights, is all the time seduously labouring to exclude us from any advantages to be derived from the construction of roads, railways, or telegraphs, or the construction of mines? Mr. Burlinghame may be willing, in all good faith and honesty of purpose, to enter into such engagements on behalf of his employers as we have a right to ask; but it is very hard to believe that such engagements will be kept by them a moment longer than may happen to suit their convenience. After all, there is much truth in an opinion expressed in *The Times*, that Mr. Burlinghame's real business will be much more with his own than with European Courts; he will be more effective as a non-resident adviser of his own Government than as their delegate to others. He should also make it his special duty, says *The Times*, "to "trace, for the information of the Chinese Government and "merchants, the directions in which trade between the West "and China tends." But here is another little difficulty—is he likely to find it "tend" in any other direction than that which will most benefit the route through the United States? Finally, *The Times* says the Envoy will have accomplished much both for China and the rest of the world if he will "act as if there could be no separate national interest in "Europe and America." That he *ought* to act thus there can be no doubt, but after his speech to the New York merchants, can we reasonably expect it? We fear not; but a little time will show.

SIAM AND ITALY.

We have frequently commented on the careless style in which subjects connected with China and other remote eastern countries are handled by the London press, and notably by the *Daily Telegraph*, whose writers take up topics with which they are manifestly incompetent to deal, covering their ignorance by a wordy display of facetiousness that not unfrequently degenerates into imbecility. A little while ago the Chinese Mission was made the theme of a column or so of stupid jokes and pointless witticisms; and in our last issue we had to notice a paragraph in that paper in which the recently signed treaty between Italy and Siam was used as a peg whereon to hang a very stale jest about the "King of the Cannibal Islands," and "potentates whose subjects dine on roast missionary." Probably the writer does not know where Siam is, and he cannot therefore be expected to understand its rising importance among eastern nations, the increasing value of its commerce, or the respect due to its enlightened ruler; still such flippancy deserves a rebuke, and has received it. "J. B." writes to the Editor of the *Telegraph* showing how unworthy is the ridicule thus cast on Siam. Sir John Bowring (for there is little doubt as to the authorship of the letter) explains that since the Treaty negotiated by him in 1855, all the great Powers of Europe and America are represented at the Chinese Court; that according to the latest returns ninety-eight British vessels and as many or more under other foreign flags are employed in the trade of Bangkok alone, besides 125 Siamese ships. He also points out that at the present moment the Austrian Government is sending to Siam a splendid scientific and commercial mission, bearer of Imperial presents, and charged with the negotiation of a reciprocal Treaty; that the King personally is distinguished for his scientific acquirements, for his beautiful collection of philosophical instruments, for his acquaintance with the English and Latin languages, and with the best of modern literature; that, by the last news, he had gone with his Court to Wai-wen to meet the expedition sent by the French and English authorities to observe and report on the eclipse of the sun—the King himself having long prepared the astronomical calculations for the Bangkok Calendar; and he enumerates other facts which fairly entitle the country and its King to be respectfully spoken of. But this remonstrance is unfortunately not likely to be of much use with writers who think it clever to assume that all Eastern potentates are cannibals, and can find nothing to say about a Chinese mission, except to make fun of their long and (to English ears) unfamiliar-sounding names. Mr. Burlinghame's Mission will have had one good result if it only teaches some of our journalists to think a little more seriously of these matters.

In our last issue we announced that, notwithstanding some rumours to the contrary, the *Galatea*, the Duke of Edinburgh's frigate, would include China and Japan in her next cruise. We are now enabled to state that in all probability Englishmen in Japan and China will have an opportunity of welcoming their "Sailor Prince" even sooner than was expected, as—according to present arrangements—the *Galatea* will visit those countries *before* proceeding to India. This will be good news to the residents there, for, apart from the interest and natural curiosity excited by the visit of a Royal Prince for the first time to these distant settlements, the Duke enjoys a special popularity that has rarely been equalled. His welcome in the purely commercial settlements of China and Japan will probably lack the almost mad enthusiasm exhibited in the Australian colonies, but will not be the less genuine on that account. No change is announced in the day originally fixed for his departure, namely, the 20th instant.

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Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, October 15.

The members of the Second Chamber of the States General are busy *intra muros* with the examination of the India budget for 1868. It seems that the discussions in the sections are very prolix; and as the Minister of the Colonial Department is very laconic and concise, perhaps Mr. de Waal will have to reply to a very lengthened section report.

The Colonial Minister has published his report upon the colonies. It does not contain any particulars of great interest beyond those facts already published by the papers. We now know officially that tranquillity continues to prevail in Java, and that there is no reason to apprehend that the favourable condition of affairs will be disturbed. The Minister, however, does not conceal the fact that great discontent is caused in India by the uncertainty with regard to our future policy.

I read your article entitled "Dutch Restriction on Foreign Trade" with great interest, and I quite agree with you that a revision of our antiquated system of checks upon our colonial trade ought to be introduced. I, however, do not think that any pressure on the part of your Government will be necessary to effect this result. Our home commerce experiences the advantages of a most liberal policy with regard to customs, and it is only natural that it should be advocated by our Liberal party for adoption in India also. With respect to the removal of these restrictions, Mr. de Roo van Alderwerelt, M.P., writes as follows in an article entitled "The India Budget," which appeared in the September number of our leading periodical *De Gids*. "We have in our hands," the author says, after having explained our system of defence in India, "the power to prevent any attack by a foreign country upon our colonial possessions; although the political eventualities which could lead to an attack upon our colonies are not within the bounds of calculation, yet it is the duty of every Government to apply as many measures as are needful for the safety of its possessions. Restrictive stipulations with regard to trade and shipping will instigate other nations to break the chains, by which their commerce is fettered. Excluding the stranger is inviting a conquest, and no lines of the Toen-Tang, no coast batteries or *prad joerits*, will avail to resist the conqueror, if, by a petty and ignorant policy, the population is made to perceive that any alteration would be an improvement." From this you may see that the Liberals are strongly urging the abolition of the restrictions upon commerce.

About the Rotterdam Bank a great many rumours are in circulation, which, of course, may be more or less true. I think that nothing of consequence will transpire until the result of the meeting of shareholders—which is announced to take place on the 17th proximo—is made public.

I have repeatedly written respecting the Huet scandal; the Conservative papers now state that the Liberals acted several times in the same manner as the Conservatives are said to have done, and they insinuate that a passage was paid by the present Government on behalf of Mr. v. Bosse, a cousin of the Minister of the Financial Department. Mr. Fransen van de Putte has requested the Minister to lay before the members all the documents referring to the matter.

The Conservative paper *De Amsterdamsche Courant* recently published a series of articles throwing discredit upon the Liberal colonial policy. It has now been proved that these articles, which caused some sensation, were written by a certain Dr. Feist, a German sugar contractor, who does not understand one word of the Dutch language.

According to official returns the population of the Netherlands reached the number of 3,592,416 on Dec. 31, 1867. This shows a considerable augmentation, and the number of members for the Second Chamber will have to be increased in consequence.

Her Majesty the Queen will start on the 20th inst. for England. She will pass some weeks at Torquay for the benefit of her health.

In this year only 323 soldiers remain to be forwarded to Java to reinforce the East Indian army.

ROTTERDAM, Oct. 16.

The examination in the Sections of the India Budget is finished, but no report has been published. A Commission has been constituted at the Hague to secure the erection of a statue to Mr. J. P. Koen, at Batavia. Professor M. des Amorie Van der Hoeven died suddenly at Amsterdam yesterday. The ex-Minister of the Colonial Department, Mr. Hasselman, has published an article in the *Dagblad*, in which he endeavours to justify his conduct in giving a free passage to Java to Mr. Busken Huet, editor of the *Java Bode*. He says that he charged Mr. Huet with a commission, but he does not name its character.

PRODUCE MARKETS.

COFFEE.—The Trading Company has announced its auction for the 21st inst., when 106,100 b. Java will be offered. The market since my last report has been very inactive, there being but little demand. The private transactions only include 1,423 b. Padang, ex Karel, August, which were sold at 34½c. to 37c.

SUGAR (Raw).—The market remains very firm, and a good business has been done at unaltered prices. The following parcels have been sold:—382 mats Samarang, ex Concurrent, No. 15½; 369 Sourabaya, No. 17½; 1,510 mats Passaroeang, ex Golden Dream, No. 12, at 30¾f.; 324 mats Sourabaya, ex do., No. 17½, at 33¾f.; 593 mats do., ex do., No. 13¾, at 32¼f.; 251 mats Sourabaya, ex Baltimore, No. 15, at 33¾f.; 308 mats Batavia, ex Cosmopolite, No. 15½; 650 mats Sourabaya, ex County of Ayr, No. 11½, at 30f.; 920 mats Samarang, ex Hollandstrouw, No. 14, at ½f. under September; 940 mats Samarang of the new crop, ex Neckar, No. 14½, at 33½. The stock in bond on the 30th September was 45,094,195 kils.

SPICES.—There is still a good demand for export, so that somewhat higher prices are realised. Nutmegs, No. 1, 77c., but at the closing of the market holders declined to operate under 78c.; No. 2, 68c. to 69c. Mace, D, 119c.; E, 114c. There was also a good demand for Cloves. No. 3 was paid with 25c. to 25½c. Nothing can be bought now under 26c. The 846 b. Pepper, ex Bato (damaged) were sold at very high but secret prices.

TEA.—The market is very quiet in waiting for the forthcoming auction of 7,370/4, 310/8, 240/12, and 90/16 ch. Java, of which the valuation was published some days ago.

TOBACCO (JAVA LEAVES).—The market is very animated. 650 b. Java V and H Blitar were sold at 70c.; and 201 b. Blitar, ex County of Lanark, were realised at prices which did not transpire: In public auction were sold 547 b. Java BDL/AA at 81c. in average, 293 b. JHW at 33c., 473 b. WGJ at 48c., and 1,364 b. Java A. J. Walter ex Ternate. Good quality is very high. It seems that the importers will henceforth offer more parcels by inscription. The stock of Java is 18,005 b.

INDIGO (JAVA).—About 140 ch. were sold at unaltered prices.

BANCA TIN.—The rise in prices caused very large quantities to be offered at f.57½, in consequence of which rates have declined f.½. The transactions have been as follows:—500 slabs Banca at f.57, 500 do. at f.57½, 2,700 do. at f.57½, 500 do. at f.57¾, 1,300 do. at f.58, 500 do. at f.57¼, 1,000 do. at f.57, 1,000 slabs Billiton at f.56, 1,600 do. at f.56½, 500 do. at f.56, 500 do. at f.56½, 1,700 do. at f.55¾. The market closes firm.

MISCELLANEOUS.—Cocoa-nut Oil: Prima Ceylon, 32f. Rattans: the following parcels were sold—50 pic. ex Karel, August, 100 pic. ex Joseph Holmes; 175 pic. ex Baron Van Hardenbroek, Mother-o'-Pearl Shells: 30,000 ko. Macassar, ex Doesborgh, were sold at prices that did not transpire. Cassia Vera: Great quantities are offered floating, but there are no buyers. Gum Damar: Some transactions at firm prices. Camphor: Nothing doing.

STOCK AND SHARES.—The Stock Markets have been very quiet, and quotations close without any important change. Foreign Securities have been rather dull. Dutch Two-and-a-Half per Cents., 66½; Three per Cents., 66; Four per Cents., 88. Trading Company, 123¾; Shares: Billiton Company, 94; Rotterdam Bank, 84; Netherlands Bank, 244½. There has been a rather active inquiry for money in the open market. Rates however remain unaltered.

SHIPPING INTELLIGENCE.

ARRIVALS.—Oct. 6, at Texel, from Samarang, Sjofroken; 7, at Brouwershaven, from Akyab, Young Eagle; at Texel, from Banjoewangie, Navigator; 10, at Brouwershaven, from Batavia, Generaal Birch; from Rangoon, Delftshaven; 11, at Brouwershaven, from Batavia, Regina Maris; from Bassein, Jenny; at Flushing, from Batavia, Louis Meyer; Oct. 13, at Brouwershaven, from Rangoon, Snaresbrook; 14, at Texel, from Sourabaya, Anthony Van Hoboken; from Tjilatjap, Elizabeth and Jacoba; 15, at Brouwershaven, from Padang, Schoonderloo.

DEPARTURES.—Oct. 6, from Texel, for Sourabaya, Henriette Geertruida; 10, from Brouwershaven, for Batavia, Bezoekie; for Rangoon, Macassar; from Texel, for Rangoon, Carl von Dobeln; 11, from Texel for Batavia, Vice-Admiraal May; for Samarang, Ferdinand and Louis. Oct. 13, from Brouwershaven, for Batavia, Leopold Graaf Van Limburg Stirum.

THE CHINESE EMBASSY IN LONDON.

Under this head, a writer signing himself "A Travelled Country Cousin," has addressed the following letter to the Editor of *The Times*:

"SIR,—The Empire of China is reputed to contain 300,000,000 souls, or one-third of the inhabitants of this planet. China sends us every year more than 100,000,000 lb. of tea, and takes from us in the same period more than 100,000,000 yards of Manchester and Yorkshire fabrics. English steamers reach the very heart of China by ascending the great river Yang-tze-kiang, and arrive within eighty miles of the capital by going up the Peiho.

"In no country can a more industrious people be found, or one that more loves peace. If the Chinese nation were warlike and military, and led on by such a general as Alexander or Napoleon, they could in a few years overrun the rest of Asia, swallow up Russia, and probably the remainder of Europe, even if they only acted on the locusts' idea of warfare.

"The policy of such a nation must, then, be of some importance to the rest of the world, and particularly to England.

"I have, therefore, been looking daily in your columns for some account of the official reception given to the Chinese Embassy now in London, and I am driven to the conclusion that the reception, if it has already been given, cannot have been of a very brilliant character.

"If the Hereditary Grand Duke of Stiff-und-Starkenstein, whose dominions consist of half-a-dozen square miles, predestined to be gobbled up by Prussia, and whose exports to England are represented by some thousand dozens of Seltzer water and a few gross of meerschaum pipes per annum, had paid us a visit, a special train would have conveyed His Serenity from Southampton to London, a deputation of directors would have been in attendance at each railway terminus; Her Majesty's carriages, accompanied, perhaps, by a squadron of Life Guards, would have conveyed the illustrious stranger to Windsor; he would have dined in state at the Mansion-house, and feasted with civic companies.

"But for the representatives of one-third of mankind we have no national welcome to offer. For all we hear of them, they might be a group of private gentlemen who had come to London to see the Tower and Madame Tussaud's waxworks. I know enough about Chinamen to feel pretty confident about their feelings on the subject, and if it be our aim to humiliate and vex them, our policy is likely to meet with entire success. But the Americans, who are not bad judges in such matters, acted on quite a different principle when they had such an opportunity as we are now neglecting. I can imagine the astute New Englander who is at the head of the Embassy smiling grimly over our mistake. Americans may live to profit by, and we to deplore, the contrast that will probably be drawn in Peking."

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THE CHINESE EMBASSY.

(THE TIMES.)

The visit of the Sultan has spoilt Londoners for feeling any eager interest about foreign guests from a mere personal point of view; but the recent arrival of an Ambassador from China is of higher material significance to this country than a visit from the representative of the Prophet himself. The mystery of Chinese civilisation, so minute and so defective, no longer appeals to the imagination as it did a century back, when philosophers were looking for a new type to substitute for the European. But the spinning-jenny has developed among Englishmen, in exchange, a wonderful curiosity of another kind in a country which has four hundred million possible wearers of British prints. We welcome this Mission as a means of gratifying that very laudable curiosity. The circumstance that the actual Chinese Ambassador is not himself a Chinese does not diminish its value in this respect. The romance attaching to a travelling Chinese as such was dissipated long ago. Australia has been made fully aware that in the masses of the Chinese population there is, in fact, a pronounced taste for wandering; and the British colonists are by no means pleased at the discovery. Chinamen swarm in the islands of Asia; they are laundresses and cooks in San Francisco. If there be any desire to study native-born Chinese, Wapping and Ratcliff Highway can supply "Citizens of the World" in any number. But the Chinese Government ha hitherto had tendencies different from those of the Chinese people. The traditional exclusiveness of the Empire is due solely to it, and not to its subjects. It has been jealous of countenancing communication from without, not because it feared conversion for itself, but from alarm at the possible propagation of new ideas among them. If the Mission is not an elaborate plot to throw dust in the eyes of the Western World, it must amount to an acknowledgment by the rulers of the empire that circumstances make perseverance in this policy impracticable or dangerous. That they have at last accredited a Minister to foreign Governments is the important fact. The only work he can do in Europe and America for China is to facilitate communication between China and them. If he have authority from the Chinese Government to pledge it to the measures he takes for this purpose, the authority will not be less respected by foreign Governments because it is in hands which can exercise it on something of the same principles on which a Minister of their own to China would exercise his. If he have not this authority, his appointment has no meaning; but we are not disposed to think Mr. Burlinghame likely to have exchanged either consciously or in ignorance the substantial duties and powers of United States' Plenipotentiary at Peking for a post which would speedily be revealed as a delusion and a mockery, in which he would be the principal victim, even though it should be accompanied by the right to wear the most distinguished of But ons.

The functions of Chinese Ambassador to Europe are, in fact, such as may be performed by a foreigner as thoroughly as by a native. London drawing-rooms may lose the attractive spectacle of a Mandarin button of the first-class. But that need be the only ambassadorial essential missing. European States may have invented the office of resident Envoy that they might have licensed spies to detect and give early information of conspiracies in progress against them. Resident Ministers themselves may not have wholly abandoned this function now. But their more legitimate duty has always been to smooth down obstructions which circumstances have raised in the way of good relations between two Powers without any impeachment to the honesty of either. They further act as a species of supreme Consul in respect of commercial transactions. Finally, by another and yet more modern extension of the office, they now make reports upon any useful arrangements and institutions in operation abroad for the edification or warning of their own countrymen. There are none of these duties which Mr. Burlinghame cannot fulfil as satisfactorily as a Chinese. A Chinese would be as useless as he in regard to the first, for the simple reason that England and France, Holland and the United States, have not the least interest in plotting against the peace of China. Mr. Burlinghame, again, will not, perhaps, find much scope for diplomatic ingenuity in arranging international difficulties. It is at the Court of Peking, where they were concocted, that they would have to be settled. But when, if ever, they do arise from misapprehensions on the part of statesmen here, he will be better able to appreciate and explain them away than an Oriental, whose diplomacy would prove far too subtle for our Foreign Secretaries to tolerate. But Mr. Burlinghame's substantive business as Chinese Envoy will be much more with his own than with foreign Courts. He will be a non-resident adviser of his Government on foreign affairs. He will be also Consul for China in Europe and America; and, particularly, he should make it his duty to trace, for the information not only of the Chinese Government, but of the Chinese merchants, the directions in which trade between the West and China tends.

Mr. Burlinghame may do much in his position towards developing the Chinese foreign trade. If it amounts now to a hundred millions sterling, the amount might be doubled or trebled. At present the merchants from this side know to a certain extent what goods which China can supply their countrymen require. But even this knowledge might be usefully supplemented by an independent authority. The enormous and many-sided industry of China produces much besides its tea, and its porcelain, and its ivory carvings which would find purchasers in Europe and America. But, at all events, our merchants' seclection of goods for the supply of the Chinese market in return is too much in the nature of guess-work. China has no representative here answering to the representatives which the English and other foreign merchants are in relation to their several countries, to choose, as it were, the goods which the population would like in exchange for its tea. A sort of Chinese Commercial Corresponding Bureau, with its head-quarters in London, might open up new sources of trade, and regulate very advantageously the course of the existing streams. It is the faith of Manchester that the hundreds of millions of China would present a strikingly improved appearance if Manchester had the clothing of them, and that their conversion to this belief would follow of course if it could but get at them to preach it. Doubtless, on the other hand, multitudes of the ingenious artificers of China only wait to have their workmanship brought to the knowledge of foreign nations for the latter to become customers. A Chinese Ambassador offering himself as a commercial missionary or interpreter to interpret the wants of either side, and to indicate the prices it could offer for their supply, and whose renderings should be circulated by his Government through the Empire, would benefit both countries equally. It is possible that in time duties like this might be performed by native officials. But at present China does not possess them. The diplomacy which is satisfied with outwitting others would be out of place where, as must be assumed of the appointment of a Chinese Resident for Europe and America, the object is to bring China and them into closer permanent relations for their joint advantage. But a Chinese has no other notion of diplomacy. One of the objects of Mr. Burlinghame's appointment is to train the natives associated with him to the habits of European diplomacy. But it depends upon the way he himself launches his very novel office whether the experiment will be persevered in. We think the fact that he is not a Chinese is no bar to his success. The Courts to which he is accredited will forget it if he forgets it. If he abstain from all interference with political intrigues in which China can certainly have no healthy or natural interest; if he act as though there could be no separate national interests in Europe and America, as, indeed, there are not, so far as their relations with China are concerned; and if he accept it as the primary function of his mission to discover and explain what are the best lines of trade both for China and the Western countries, he will have accomplished much for China and something for the rest of the world. No State can have so personal an interest in his success of this sort as Great Britain, and none could be more willing to contribute to it.

THE BRINDISI ROUTE.

A traveller by this route having written to *The Times* complaining of the hotel accommodation at Brindisi, another traveller (Mr. Edward Lear) replies as followes:—

"Sir,—In a notice entitled 'The Brindisi Route,' published in *The Times* a few days since, the writer, who dates his letter from the Hotel d'Orient, complains that there is no decent inn in Brindisi.

"Will you permit me to say through *The Times* that there is another and very tolerable inn in that town of which your correspondent was probably not aware—namely, the Hotel d'Angleterre, kept by Sebastian Gallo? The landlord, who has lived as servant in the families of the late Lord Seaton and of General Sir George Buller, at Corfu, and with the late Captain Murray, Resident of Paxo, is well acquainted with the ways and wants of English families, and his inn may be justly recommended to persons going by the Brindisi route to or from Egypt. I stayed two days at Sebastian's inn last summer, and was made as comfortable in every way as the limited size of the house he then occupied would allow of; he has since moved into one larger.

"Allow me to add that for families who do not wish to make the railway journey from Bologna to Brindisi without rest there is an excellent hotel at Rimini, called 'I Tre Re.' At Ancona (unless there is some new inn) I cannot recommend a halt, but at Barithe 'Risorgimento d'Italia' may very well be made a resting-place, if a break in the journey is necessary."

THE COMMERCIAL BANK CORPORATION.

A report has been issued to the creditors of the Commercial Bank Corporation of India and the East, in liquidation, by the committee appointed to investigate the affairs of the company. They state that they have investigated the arrangements, ending in what has been termed the amalgamation of the two banks, first commenced so far back as February, 1862; and it appears to them that the actual results of these arrangements were the change of name of the old bank, the introduction of new partners and new capital, and the adoption by the corporation of the assets and liabilities of the old bank, as they stood on the 31st December, 1864. These assets and liabilities, the committee state, have from the 1st January, 1865, been dealt with by the corporation in every respect as if they were its own absolute properties and obligations. From information obtained from Mr. Holyland, the official liquidator, and also from the statement of assets and liabilities presented at the first general meeting of the corporation in April, 1865, it appears that the company then treated the assets handed over to them on the 31st December, 1864, by the old Commercial Bank, as amounting to £6,194,314 8s. 8d., less new capital paid by shareholders in the corporation prior to the 31st December, 1864, included in the above, £446,872 10s., making a net total of £5,747,441 18s. 8d. Particulars are next given of these assets and their estimated present value. The liabilities of the old bank to the public, including the so-called China Loan for £633,777, were by the same statement taken as amounting to £5,045,490 9s. 9d. Of these the corporation have paid or liquidated £4,728,601 19s. 9d.; and there yet remains £316,888 10s. represented by the balance of the depositors' claims objected to by Mr. Harrison. But it appears from the balance-sheet presented to the shareholders of the corporation in April, 1865, that the assets handed over were valued and accepted by the corporation as on 31st December, 1864, as £5,747,441 18s. 8d., and the liabilities on the same date as £5,045,490 9s. 9d., leaving a balance in favour of assets of £701,951 8s. 11d.; and that, after charging the old bank with the £500,000 for shares of the corporation allotted to the members of the old bank, there would remain £201,951 8s. 11d. The committee remark that they have endeavoured to ascertain in what possible way the litigation can benefit either the shareholders of the corporation or the creditors who are admittedly such, and the conclusion they have arrived at is, that its only result can be to diminish by legal and other expenses the assets, which, with the amount estimated to be realised from the uncalled capital of £15 per share, are not now sufficient to pay the debts; and, unless some arrangement is made for a general compromise, the creditors must insist that the

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shareholders be called upon to pay forthwith the balance of £15 per share upon their holdings. The application of the official liquidator for this call, made in consequence of the proceedings of the liquidators of the Bank of Hindustan taken last July, is to be heard before the Master of the Rolls on 30th October inst. The effect of continuing the litigation must, so far as the shareholders are concerned, result in calling up the whole £15 per share at once; and, as regards the creditors, in preventing them from receiving a further dividend for an indefinite period.

Monetary and Commercial.

The well-known East Indian agency firm of Messrs. Smith, Elder, and Co. has been dissolved by the retirement of Mr. George Smith from the home, East Indian, and foreign agency and banking business; and the formation of a new firm for the before-mentioned branches, under the style of "Henry S. King and Co.," is announced. Mr. King, who was a partner in the old house for fifteen years, is now the principal, and will carry on the business in the same premises at Cornhill and Pall-mall. Mr. Geo. Smith retains the publishing business of Smith, Elder, and Co. for himself exclusively.

The suspension has been announced of Messrs. Salavy and Co., a French house of about seven years' date, chiefly in the silk trade, with connections at Marseilles. The liabilities are stated to be about £100,000, but the ultimate balance to rank on the estate is expected to be about £40,000. The result of the liquidation is regarded as very uncertain. The books are in the hands of Messrs. Lovering and Minton.

The biddings for Rs. 20,00,000 in bills on Calcutta and Madras were held on the 7th at the Bank of England. The whole amount was allotted to Calcutta. The minimum price was fixed as before, at 1s. 10⅛d. on both presidencies. Tenders at 1s. 11⅛d. will receive about 84 per cent. These results show little change compared with those noticed on the last occasion.

From the commencement of the ill-omened litigation in the matter of the Commercial Bank Corporation we deprecated it as being certain to prove disastrous alike to shareholders and creditors. Our anticipations have been speedily and fatally verified. The committee appointed to investigate the matter have issued a report, in which they state that the effect of continuing the litigation must, so far as the shareholders are concerned, result in calling up the whole £15 per share at once, and, as regards the creditors, in preventing them from receiving a further dividend for an indefinite period. The committee think this is eminently a case for some concession on both sides, and that the shareholders should voluntarily assist the creditors to arrive at some basis upon which it could be settled without further contention. The report is noticed at length in another column; it concludes by calling a meeting of creditors at the Guildhall Tavern, on the 20th inst. at two P.M., to decide on future proceedings.

The arrangements of the East India Telegraph Company in New York in getting the necessary capital subscribed have been much retarded by the elections now going on for the Presidency. On the completion of the subscriptions in New York it is intended to introduce the company into the London market and form a London board of directors, and by this means make the undertaking of an international character. The cable will be manufactured and sent out to China from England.

The Council of India will receive tenders on the 21st inst. for bills on Calcutta and Madras to the amount of £200,000.

The Mexican dollars brought by the French steamer *Washington* have been disposed of (chiefly for China) at 58⅞d. per ounce showing a decline of ⅛d. from the last price. The dollars by the West India packet just arrived (about £400,000) have fetched the same price. There is an increased demand for this coin for transmission to China at the present low price, and the next packet from Southampton is expected to take a considerable amount for that quarter. Some inquiry is also observable for bar silver, and the quotation is firm at 5s. 0¼d. per ounce; the supply here is very moderate.

An extraordinary meeting of the Singapore Gas Company (Limited) is called for the 27th inst., to declare a dividend.

The Hong Kong and China Gas Company (Limited) have declared a dividend at the rate of 6 per cent. for the past year.

It is announced that the 1866 cable of the Atlantic Company was repaired on the 12th inst.

The joint committee of management of the Anglo-American and Atlantic Telegraph Companies have resolved on and after the 1st of November to count cable messages by words only, instead of counting by words and by letters as at present.

The last report sent by M. Ferdinand Lesseps gives a most glowing account of the Suez Canal; from the 25th July to the 15th of August 2,114,450 mètres of work have been completed; 2,500 mètres only are wanting to finish this gigantic undertaking.

At a recent meeting of the council of the Liverpool Chamber of Commerce, Mr. Reed called attention to the insecurity of the present system of granting bills of lading in batches of two, three, and four, all of the same tenour and date, and suggested that Parliament should be petitioned in favour of the constitution in every port of departments for the registration and stamping of bills of lading, and that the registration be only at the port of discharge and at ports where vessels call for orders. Mr. Reed remarked that under the present system it was easy to obtain several advances on one bill of lading, and one firm in that building had lost £30,000 within a year from that source. After some discussion, the subject was referred to the Commercial Law Committee.

The amount of bullion by the P. and O. Company's steamer *Syria*, from Southampton on the 17th inst., was in gold to Alexandria, £15,000; to Bombay, £13,750; to Galle, £5,000; to Madras, £874; to Singapore, £550; in silver to Bombay, £89,000; to Singapore, £20,100; to Hong Kong, £15,813; total in gold, £35,174; in silver, £124,913.

BULLION AND SPECIE.

The current quotations are as follows:—Bar gold, 77s. 9d. to 77s. 11d. per ounce standard; Spanish doubloons, 74s. 6d. to 75s. per oz.; bar silver, 5s. 0⅛d. per oz. standard; do., containing gold, 5s. 0⅜d.; Mexican dollars, 4s. 10⅜d. per oz.; five-franc pieces, 4s. 11⅛d. The following is from Messrs. Mocatta and Goldsmid's Circular:—There is no alteration to report in the state of the silver market; the arrivals have not been large, and the bulk has been exported to Hamburg, with occasional unimportant transactions for India.

Mexican dollars for some time maintained a high price, owing to their scarcity and to a very moderate demand for China. Now, however, that the French packet has brought some quantity of dollars and about two millions more are shortly expected by the Royal Mail steamer, the rate will decline, and the nearest quotation is 58s. 0⅞d.

No very large quantity of gold has been received during the past fortnight, and most of this has been taken to the Bank, there being no continental demand. A few shipments are being made for India in bars and sovereigns, but probably these will not long continue.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices Oct. 17.
£10	Agra Bank, A shares	All	11⅛ to 12⅛
10	Do. B do.	—	5 to 6
25	Bank of Egypt	All	36 to 38
20	Chartered Bank Ind., Aust., and China	All	21 to 22
25	Chartered Merc. of India and China ...	All	29⅛ to 30⅛
20	City Bank	10	10⅛ to 11⅛
28⅛	Hong Kong and Shanghai Bank, new...	5⅛	⅛ to ⅜ pm
50	London and County	20	48⅛ to 49⅛
50	London Joint Stock	15	31⅛ to 32⅛
100	London and Westminster	20	65 to 66
25	Oriental Bank Corporation	All	42⅛ to 43⅛ x.d.
50	Union of London	15	33⅛ to 34⅛
	MISCELLANEOUS.		
—	Ceylon Deb., 6 per cent., Nov. 1873 ...	100	110 to 112
—	Do. Do. 1872 ...	100	104 to 106
—	Do. Do. 1882-3 ...	100	112 to 114
20	Ceylon Company	10	3 to 2 dis.
20	Do. A shares	5	2⅛ to 1⅛ dis
10	Credit Foncier and Mobilier of England	All	2⅛ to 2⅜
20	Egyptian Com. and Trading Company	6	4⅜ to 4⅛ dis.
10	General Credit and Discount Company	7⅛	2⅛ to 2 dis.
10	North Assam Tea (Limited)	5	7 to 5 dis.
10	Do. do. B shares	All	1 to 2
20	International Finance Society	5	1⅛ to 1⅛ dis.
50	P. and O. Steam Company	All	52 to 54
50	Do. Do. 1867	10	⅛ dis to par
10	Upper Assam Tea	All	2⅛ to 3⅛
100	West India Steam Company	60	52 to 55

ARTICLES OF IMPORT.

TEA.

Messrs. W. J. and H. Thompson's Circular, dated the 16th inst., is as follows:—There has not been any improvement in the market to notice during the past week, nor have there been any fresh arrivals. For the commonest grades of Congou there has been a little more inquiry, but for all fair to good qualities the dealers hold back from purchasing, even at the low rates lately ruling—awaiting the arrivals of the various clippers now due.

FOOCHOW CONGOUS.—Several parcels of good to fair, of old import, have been brought forward privately, and sold at 1s. 0⅛d. to 1s. 0⅛d. per lb. In new import little has been done at about late quotations, the only inquiry being for finest, and this only to a small extent. A chop of extra fine has realised 2s. 9d. per lb. Black-leaf Congous:

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Good common is saleable at 1s. 0½d., but there is little to be had at this price; fair to medium, of old import, at 1s. 1d. to 1s. 2d. per lb., these grades showing a slight improvement. Good, of new import, have been sold in small quantities at 1s. 7d. to 1s. 9d. per lb.; fine at 1s. 11d. to 2s. 2d. per lb., and the market is now bare of these descriptions. Oolongs are as unsaleable as before. Scented Teas also remain without alteration. Green teas have been more inquired for, chiefly for shipment to America and Canada, and prices in some cases are rather better, especially for the lower grades of Young Hyson and Imperial.

There have not been any arrivals, but the Forward Ho and Titania are reported off the coast. Prices generally do not show any alteration; but common to fair black leaf Congous of old import are rather dearer, also the lower grades of Green tea.

Messrs. Jas. Steains and Co.'s Circular contains the following:—

The past month has been one of unusual dulness in the tea market, owing to the wretched quality of the cargoes from Foo-chow-Foo, the non-arrival of Monings, and buyers for export and home consumption taking only what they require for immediate wants, nor do we see any chance of improvement in face of the immense quantity now afloat. Congou: Dust and broken leaf are unaltered in value; common red and black leaf slightly dearer; medium qualities very dull; fine in improved demand at full prices. Souchongs: Old season's of fine quality more inquired for in the absence of arrivals of this season's make. Paklings show a fall of 3d. to 4d. per lb. Oolongs still continue to exhibit great depression. Scented Teas: There have been no fresh arrivals since our last. Greens: Part of the cargo of the Diomed steamer has been placed on the market, and met with a ready sale at firm prices.

Silk: The market remains without any change of importance.

Cotton.—A slight improvement was manifested in the Liverpool market on the 10th inst. (the day after the departure of the last mail), and on the 11th there was a large speculative demand at an advance of ⅛d. per lb. There has since been a reaction, the previous advance has been lost and a further decline of ⅛d. established, the current rates being as follows:—American, 8¼d. to 11½d.; Smyrna, 8½d.; Peru, 9½d. to 10⅞d.; Surat, 6d. to 9d.; Bengal, Scinde, &c., 6⅝d. to 7¼d.; fair Dhollerah, 8d.; fair Oomrawuttee, 8d.; fair Broach, 8¼d.; fair Bengal, 7d.; fair Egyptian, 11¾d.; fair Pernam., 10¾d.; middling Boweds, 10⅜d.; middling Orleans, 11d. The more recent sales "for arrival" have been at the following prices:—American, basis of middling, Mobile, October-November shipment, 10d.; New Orleans, ship named, 10¼d.; Dhollerah, fair new merchants, June sailing, 8 1-16d.; Oomrawuttee, fair new merchants, sailing early June, 7 15-16d.; ditto, July, 8d.; and Scinde, fair new merchants, June sailing, 7d. The London market has followed the course of that at Liverpool, and is now quiet with only a moderate demand at the reduced rates.

Coffee.—Messrs. Carey and Browne offer the following report on the market:—"The unusual course pursued by the Dutch Trading Company in announcing the quantity of coffee it will offer in November before the October sale has been held, has been a relief to the market, for, as only 80,000 bags will be brought forward instead of 140,000 bags, as had been expected, business has been transacted with more freedom, and in some descriptions at improved prices. Privately 4,000 to 5,000 bags and some casks Native Ceylon have changed hands, chiefly at 44s. to 45s. for fair to fully good ordinary, and there are now no sellers under 46s., at which one parcel has been taken. Plantation Ceylon has met a ready sale, and in some instances 1s. advance has been paid. Mysore and the other fine kinds of East India Plantation have gone off with better spirit, the common sorts alone remaining dull of sale. Native Mangalore and Wynaad in public sale were dull, and a good portion bought in; privately, about 700 bags Coorg have been sold at 49s., being a better price than was obtainable last week. The sales of Ceylon during the interval have comprised 693 casks, 693 barrels and bags Plantation, good ordinary to fine fine ordinary 54s. to 65s., low middling and middling 66s. to 74s., good middling to good bold colory 76s. to 86s. 73 casks, 1,879 bags Native, principally sold, common 41s. 6d. to 43s., good to fine ordinary at 44s. 6d. to 46s., fine bold 50s. to 55s.

Coir Goods.—Small sales are reported at rates corresponding with those current at the date of our last.

Cocoa-Nut Oil.—There is a steady market at £50 10s. to £51 for Ceylon.

Camphor.—There is still an almost entire absence of business.

Gums.—Benjamin: We have to report the following transactions since the date of our last:—Of 99 cases Sumatra about 36 sold, good seconds £11, good with some rather dark £9 10s., dark to fair £7 15s. to £8 15s. Of 8 cases Siam 3 cases sold, medium to small almond in block £24, ditto dusty £20 5s., seed ditto £17, ordinary drossy £9 5s. Gum Damar: The offers at the auctions have included 15 cases good pale Batavia, which were bought in at £4 17s.

Galls.—There is still a quiet market, and the only sale has been of 300 bales Japan, small and partly broken, which realised 50s. per cwt., one ot 50s. 6d.

Gambier.—The market has become quiet; of 480 baskets offered at auction the good qualities were bought in at 26s., and 100 baskets very ordinary realised 21s. to 21s. 6d.; 400 bags soft red block were bought in at 17s., and 700 bales ex ship have been sold at 17s. per cwt.

Japan Wax.—We have no change in the tone of the market to report. Of 125 cases offered at the public sales 24 cases sold, realising £5 5s. for good but rather small saucers, and £5 2s. 6d. per cwt. for inferior.

Manila Hemp.—Since our report of the 9th inst. the offers at auction have comprised 362 bales, of which 201 bales damaged sold at £42 10s. to £47 15s. for fourth to first-class quality, the remaining sound portion being bought in at £48 15s. per ton.

Pepper.—Black: Penang continues in request, and 1,773 bags at public sale brought the higher quotation of 3¼d. to 3⅜d.; 407 bags Trang were withdrawn; 936 bags Singapore sold steadily at 3⅜d. to 3 7-16d. Private about 1,000 bags have been taken—Singapore at 3 7-16d. to 3½d., Penang at 3½d. cash, and Trang at 3⅜d. White: 1,057 bags Singapore met few bids, and only a small proportion was sold at 4½d.; 108 bags Penang were bought in at 4⅜d. to 4¾d. 200 bags have been sold privately at 4⅜d. to 4½d.

Plumbago.—A sale is reported of 44 barrels Ceylon, which realised 21s. to 21s. 6d. per cwt. for medium dusty lump, and 16s. 6d. for dust.

Rice.—There has been little disposition shown to buy landed parcels, and prices have been barely supported, 2,034 bags middling white Bengal having been sold at auction at 10s. Privately, 1,500 bags Madras have been taken at 9s. to 9s. 6d., and 500 bags fine white Bengal at 16s. A floating cargo of 1,400 tons Nekransie has been sold for the Continent at 10s. 9d.

Spices.—Mace: About 20 cases have been sold, common at 1s. 7d. to 1s. 8d., and fair at 2s. 2d. to 2s. 3d., these prices showing a reduction on those previously current. Nutmegs: At the public sales 34 cases Penang were offered and nearly all withdrawn, only a few lots good bold being taken at 3s. 11d., while 44 packages Batavian were also withdrawn.

Sapanwood.—Since our last report 14 tons Siam have been bought in at £15, and 19 tons Manila at £7 10s.

Sugar.—A dull tone prevails in the market, parcels being firmly held, and the desire to buy having diminished. At the public sales 367 bags Penang have realised 31s. to 32s. for brown, and 33s. to 35s. for low to good soft yellow. Of Manila 9,279 bags, ex Castleton, from Iloilo, duty 9s. 7d., were sold—good brown at 29s. 9d. to 30s. 6d., low yellow at 31s. to 31s. 6d., a few lots at 32s. This import of Manila appears to be neither genuine Clayed nor Muscovado; it has more the character and smell of some of the better class of Native East Indian sugars, and has probably undergone a similar preparation. Clayed and Muscovado are offering; fair (8s. duty) Clayed might be sold in small quantities at 29s. 6d., but Muscovado is not wanted at the moment, and to effect sales some concession in price would have to be made. The business on the spot by private contract has been confined to 2,000 bags Clayed Manila, duty 8s., at 29s. 6d. per cwt.

Tin.—The activity in the market for Straits reported in our last issue has continued without check. Considerable business has been transacted in Straits at advancing rates; £96 spot, and £96 10s. afloat has been paid, and holders now ask 10s. more. The current quotations being fine Straits on the spot £96 10s., afloat £97; Banca £97 per ton.

ARTICLES OF EXPORT.

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METALS.

Messrs. French and Smith report:—Copper without change; Lead quite firm; Spelter rather higher; and Zinc advanced to £27 per ton.

MANCHESTER GOODS.

Mr. Sam Mendel's Report says:—"In face of the continued activity in Liverpool at higher rates, both spinners and manufacturers find it difficult to obtain a corresponding improvement. The business done has been on a limited scale for Yarns and Goods, yet producers show no desire to give way, as current rates leave a serious loss."

Messrs. Alexander Collie and Co.'s Monthly Circular, dated 16th inst., contains the following remarks:—

At the date of our last Circular middling American cotton was at 10d. per lb., but, under the influence of the current rumours of serious injury to the crops in America and India, a large speculative demand for the staple set in, and has continued with various degrees of excitement. On 5th inst. the price had reached 11d., to-day it is 10½d. firm. The trifling effect produced in this market among all classes of buyers by these reports may be judged from the fact that current quotations for goods and yarns, especially the former, scarcely vary from those of 17th ult.

Shirtings, being the largest staple branch in the market, have suffered most from the unceasing fluctuations in cotton during the past four weeks, and transactions in them have been confined to the fulfilment of small orders requiring immediate execution. Buyers here having been quite unaffected by the excitement in Liverpool, these orders have been placed generally at prices under producers' quotations of the day. In China 39 in. qualities there has been a little more activity, but in cloths suited to India the adverse advices have afforded little encouragement to operate.

T-Cloths have held a firm position, and the better qualities have been in steady but moderate request, at prices rather against the buyer. In the last week of September producers established an advance at which in several instances they succeeded in obtaining fair orders, but the collapse in the cotton market a week ago resulted in their receding to the old figure. Ordinary kinds have been in less demand, but have not varied so much in price.

Long Cloths and Domestics have been in quiet but continuous inquiry. The former are light in stock, and makers of them being generally well engaged, adhere firmly to their quotations. Domestics, on the contrary, are pretty heavily held. In common with other goods, the prices of both were advanced at the beginning of the month, but no response in orders having been made by buyers, they have relapsed to a rather worse position than before, the demand for them having become very languid towards the close.

Madapollams have been the subject of less business than any other export goods since our last issue. The late heavy cotton speculation caused a nominal advance in the quotation, but neither that nor the subsequent decline has induced any inquiry for them.

Printers, both in 7/8ths and 9/8ths widths, have been selling steadily, but at no time extensively. In the first few days of October they were advanced about 6d. per piece, which at once acted as a check to buyers, who have not since had spirit to operate at the decline to nearly old prices.

Jacconets and Mulls, with other light fabrics, have of late been almost entirely neglected. The few purchases reported have been of quite a retail character, so that their present actual value, as compared

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with the heavier manufactures, cannot be accurately tested. Nominally they have undergone no alteration in price.

Yarns have had to depend very much upon the current advices from the markets for which the different spinnings are suitable. China qualities of Water Twist have been steady throughout, although it has been found impossible to obtain upon them the advance asked from time to time. India Mules, 30's, 40's, and finer counts for that trade, have been in less demand, and to induce any important operation in them spinners would have had to make considerable concessions. Continental qualities have been very languid. Coarse kinds, in comparison to the gross transactions, have been more active than for months past; and the contracts in the finest numbers have been sufficient to engage their spinners, and to enable them to adhere to late quotations, although not to obtain any advance.

QUOTATIONS.

	s. d.		s. d.
Grey Shirtings, 7 lbs.	8 3	to	9 0
,, ,, 8¼ lbs....	—		10 6
Maddapollams	—		8 9
Long Cloths	—		9 6
T-Cloths	—		6 6
White Spot Shirtings	—		11 6
,, Brocade	—		11 0
,, Damasks...	—		18 9
Cotton Yarn, Nos. 16-24	1 1½	to	1 3
,, Nos. 28-32	1 2½	to	1 4½

Shipping Intelligence.

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ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Sept20	Sumatra	Mullin	Manila	New York
Oct. 4	Jenny	Hansen	Bassein, for Rotrdm.	Falmouth
— 1	Louise	Slyboom	Batavia	Texel
— 2	Kosmopoliet	—	Do., for Rotterdam	Off Dungeness
— 1	County of Ayr	Kidd	Java, for Do.	Off Beachy Head
— 4	Astronomer	Jeffrey	Akyab	Liverpool
— 5	Delftshaven	Friese	Rangoon	Falmouth
— 1	Spitfire	Mills	Saigon	Bremen
— 3	Golden Dream	Wise	Batavia	Texel.
— 6	Canvass Back	Langford	Rangoon	Falmouth
— 6	Snaresbrook	Wood	Do.	Do.
— 7	Barbadian	Evans	Do.	London
— 7	James Wishart	Buchanan	Saigon	Falmouth
— 7	Ziba	—	Foochow	London
— 7	Yang Tsze	Kemball	Do.	Do.
— 7	James Aikin	—	Rangoon	Queenstown
— 7	Alice Graham	Taylor	Colombo	London
Sep.18	Cataluna	Escajadillo	Macao	Havana
Oct. 8	Cleopatra	Druscovich	Rangoon	Falmouth
— 8	Ocean Home	Spence	Akyab	Do.
— 7	Belooches	Macaulay	Do.	Do.
— 8	Lorton	Nelson	Manila	Queenstown
—	Cestrian	—	Rangoon	Do.
— 8	Star of the Mersey	Thomas	Colombo	Deal
— 9	Hippolyta	Follett	Rangoon	Liverpool
— 7	Navigator	Bockelman	Banjoewangie	Texel
— 6	Canada	Patten	Akyab	Brouwershaven
— 7	Young Eagle	Walker	Do.	Do.
— 6	Skandia	Falkenberg	Rangoon	Copenhagen
— 12	Esperanza	Jiminez	Manila	London
— 9	Regina Maris	Ouwehand	Java	Off Dungeness
— 8	General Birch	Kretling	Batavia, for Rottrdm.	Off Portland
— 8	Georg	Mehrens	Rangoon	Bremen
—	Mentana	Leludec	Akyab	Belle Isle
— 9	Saga	Lie	Do.	Copenhagen
— 10	Schoonderloo	v. Leeuwen	Padang, for Rottrdm.	Off the Wight
— 12	Anthony v. Hoboken	—	Java, for Amsterdam	Off Dungeness
— 15	Clodian	—	Colombo	Deal
— 15	Empress	McPherson	Rangoon	Falmouth
— 15	Istapa	Morrison	Colombo, &c.	London
— 13	Titania	Deas	Shanghai	Off Scilly
— 16	Forward Ho	Hossack	Do.	Deal

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
Oct. 3	Sir Lancelot	Robinson	Hong Kong	London
— 3	Frances	Hill	Cardiff and Colombo	Do.
Sept27	Grondwet	Kamminga	Batavia	Newcastle
— 27	Pilot Fish	Watson	Singapore	Shields
— 28	Seringapatam	Martin	Shanghai	Do.
Oct. 2	Ann Wood	Wilson	Yokohama	Liverpool
— 2	Ferdinand Brumm	Voss	Hong Kong	Cardiff
— 2	County of Bute	Walker	Batavia & Sourabaya	Glasgow
— 5	Rusoer	Pedersen	Cardiff and Singapore	London
Sept17	Bilbaina	—	Manila	Cadiz
Oct. 6	Drydens	McMillan	Hong Kong	London
— 6	Serica	Watt	Shanghai	Do.
— 6	Lahloo	Smith	Do.	Do.
— 1	Rota	Hauschild	Batavia	Off Dungeness
— 3	Chaturanga	Hardy	Singapore	Cardiff
— 5	Senora	Profino	Galle	Do.
— 3	Hebe	Bell	Singapore	Liverpool
— 6	Foxglove	Knott	Do.	Sunderland
— 8	Jeddo	Corbett	Yokohama	London
— 8	Vanguard	McKenzie	Penang	Do.
— 7	A. E. Vidal	Angelbeck	Chefoo	Cardiff
— 8	Bonita	Wesenberg	Shanghai	Do.
— 8	Glen Monarch	Jones	Galle	Do.
— 1	Alexandrina	Sangster	Yokohama	Penarth Dock
— 1	Cavalier	Simpson	Singapore	Do.
Sept. 5	Andre Marie	Palegri	Ceylon	Rio de Janeiro*
Oct.10	Acacia	Henderson	Colombo	London
— 10	Belted Will	Locke	Hong Kong	Do.
— 10	Sea Snake	Christoffersen	Singapore	Do.
— 9	Ribbleton	Bewley	Do.	Liverpool
— 12	Undine	Scott	Shanghai	London
— 12	Clara	Santry	Cimbo, H K., & Yoko.	Do.
— 13	Cain	Gray	Cardiff & Hong Kong	Do.
— 8	Batavia	Zwanenberg	Batavia	Shields
— 11	Flatworth	Oxley	China	Falmouth*
— 12	Attila	—	Singapore	Shields
— 14	East Lothian	Davies	Batavia & Sourabaya	London

DEPARTURES—*Continued.*

Date.	Ship,	Captain.	For.	From.
— 5	Severo	Profino	Galle	Cardiff†
—	Vice-Admiral May	Lucan	Batavia	Amsterdam
— 14	Clara	Aubin	Yokohama	Cardiff
— 13	Esperance	Boju	Singapore	Swansea
— 13	Carl and Auguste	Afterdinger	Do.	Liverpool
Sept. 5	Callao	Lavarello	China	Callao
— 2	Macao	Morales	Do.	Do.

* After repairing. † Not the Senora, as before reported.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—For Yokohama: Eastern Queen. For Chefoo and Tientsin: Emulation. For Shanghai: Leander, Chinaman, Barbadian, Charmian. For Hong Kong: Black Prince, Guinevere. For Hong Kong and Foochow: Ziba. For Manila: Pepita. For Batavia and Sourabaya: Archibald. For Singapore: Hanover, Queen of Devon, Eleanor, Belle of Southesk. For Singapore and Bangkok: Indiana. For Penang: Geffrard. For Colombo: Derwent, Spirit of the North, Granville, Boyne, Susan Pardew, Aboyne.

At Liverpool.—For Yokohama: Mary Lee. For Singapore: Alfred, Eleanor Dixon. For Manila: Hong Kong, Conchita, Rosa del Turia. For Batavia and Sourabaya: Craigie Lea. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Diomed (str.).

At Glasgow.—For Yokohama: Clydevale. For Singapore: Carrick Castle. For Batavia and Sourabaya: County of Berwick.

At New York.—For Hong Kong: Benefactor, Nettie. For Hong Kong and Shanghai: Merriman. For Shanghai: Tavistock.

SPOKEN.

Maria Adriana, Newcastle to Batavia, Sept. 5, 15 N., 26 W.
Flora Maria, bound to Shanghai, Aug. 11, 3 N., 24 W.
Jannetjee (Dut.), bound to Batavia, Aug. 17, 8 N., 22 W.
Joseph Haydn, Newport to Trincomalee, Aug. 23, 5 N., 29 W.
Cissy (ship), London to Hong Kong, Aug. 20, 1 N., 26 W.
Channel Queen, of Guernsey, London to Hong Kong, Sept. 23, 47 N., 8 W.
Onward, Cardiff to Shanghai, July 19, 13 S., 32 W.
British Envoy, for Colombo, Aug. 23, 19 N., 88 E.
Jupiter (barque), for Galle.
Gloriosa, Sourabaya to Falmouth, July 11, 26 S., 51 E.
Deutschland, Cardiff to Hong Kong, Aug. 27, 8 N., 22 W.
Maury, Newcastle to Singapore, Sept. 3, 15 N., 26 W.
Franklin, Manila to New York, July 11, 28 S., 40 E.
Anthony v. Hoboken, Batavia to Amsterdam, July 31, 31 S., 14 E.
Edinburgh Castle, Singapore to Liverpool, August 19, 35 S., 16 E.
Albion, Penang to London, September 4, 17 S., 2 W.
Robertson (barq.), Rotterdam to Batavia, Sept. 21, 7 W.
Adrian (ship), Liverpool to Japan, Aug. 19, 9 N., 28 W.
Gondola (N. G. ship), Hamburg to Hong Kong, July 28, outside the Straits of Sunda.
Burdwan (ship), Shanghai to London, Aug. 9, 10 N.
Lauderdale (ship), London to Shanghai, in the China Sea.
Minnie, (barq.), London to Shanghai, Aug. 4, in Gaspar Straits.
Robert Pulsford, Liverpool to Manila, Aug. 4, in Gaspar Straits.
Sirene, Liverpool to Hong Kong, July 8, 22 N., 33 W.
Ceylon, Penang to London, Aug. 11, 31 S., 16 E.
Red Jacket (brig), Colombo to London, 30 S., 43 E.
Dunkeld, London to Hong Kong, Sept. 2, 12 N., 26 W.
Alarm, Penang to Queenstown, Sept. 9, 13 S., 7 W.
William Poelman (Dut. ship), Bat. to Amsterdam, Aug. 30, 13 S., 9 W.
Florence Nightingale, London to Singapore, Aug. 21, 2 N., 26 W.
Red Deer, London to Hong Kong, Aug. 10, lat. 23, lon. 33.
General Windham, Batavia to Rotterdam, Sept. 17, 30 N., 36 W.
Christina, Batavia to Amsterdam, Sept. 9, 10 N., 26 W.
County of Argyle, Sourabaya to Rotterdam, Aug. 6, 11 S., 11 W.
Johanna Julius, Batavia to Rotterdam, Aug. 20, 35 S., 24 E.
Arrogante, from Bangkok, July 17, 11 S., 95 E.
Min, Shanghai to London, Sept. 5, 24 S., 3 E.
Triel Indian (Dutch), Middelburg to Batavia, Aug. 21, 23 S., 3 W.
New England, Newcastle to Batavia, Sept. 6, 15 N., 26 W.
Victoria (brig), Jersey to Shanghai, 108 days out, July 15, 8 S., 102 E.
Maida, Colombo to Bremen, Aug. 1, 29 S., 43 E.
Solena (?) (Dutch), Batavia to Amsterdam, June 18, 25 (?) S., 18 E.
Charterer, Parker, Liverpool to China, Sept. 17, 50 N., 10 W.
Ensign, Cardiff to Singapore, Aug. 11, 27 S., 24 W.
Wemyss Castle, Foochow to London, Aug. 27, 32 S., 14 E.
Eliza Shaw, Shanghai to London, Sept. 9, 17 S., 5 W.
Eena, from Java, Aug. 15, 21 S.
Elizabeth, Batavia to Falmouth, Aug. 7, 33 S., 12 E.
Catharina (Dutch bq.), Bangkok to Falmouth, Aug. 30, 34 S., 12 E.
Benares, Singapore to New York, Aug. 20, 3 N., 25 W.
Eena, Colombo to London, Aug. 26, 34 S., 29 E.
Johann Kepler, Cardiff to Hong Kong, Aug. 30, 11 S., 33 W.
Betty, Falmouth to Sourabaya, Sept. 25, 11 N., 26 W.
William Poelman, Batavia to Amsterdam, Aug. 30, 13 S., 9 W.
Franklin, Manila to New York, July 18, 33 S., 30 E.
Vesta, Rotterdam to Hong Kong, Sept. 1, 14 N., 25 W.
Madura, Rotterdam to Batavia, 30 N., 19 W.
Adelaide Bell, London to Hong Kong, 25 N., 22 W.
Benares, Singapore to New York, Aug. 28, 25 N.
Antony (Dut. ship), Batavia to Amsterdam, Sept. 22, 32 N., 31 W.
Ceviestina (?) (barque), Batavia to Rotterdam, Oct. 8 (?), 30 S., 11 E., with master lost overboard.
Italia, Havana to Hong Kong, Sept. 17, 26 N., 30 W.
Aurora, Liverpool to Manila, 19 days out 10 N., 26 W.
Brilliant, Liverpool to Japan, Sept. 4, 14 N, 27 W.
Vesta, Cardiff to Japan, Aug. 41, 11 N., 27 W.
Palm Tree, London to Hong Kong, Aug. 6, in Gaspar Straits.
Sarah Fox (barq.), Sunderland to China, 37 days out, May 13, 25 W.
Bezaleel, of Plymouth, Cardiff to Hong Kong, Aug. 1, 2 N., 25 W.

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FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports continue firm, but business is not very brisk; we have no alteration to note in coal freights from the Northern outports.

Current rates of freight for vessels on the berth:—To Yokohama: 40s weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £45. For Hong Kong: £36. For Singapore: £27. For Galle: £23. From Newport, Cardiff, or Swansea per ton. — For Yokohama, £2 7s. 6d. For Shanghai: £2 8s. For Hong Kong: £1 19s. For Manila: £1 7s. 6d. For Singapore: £1 8s. For Galle: £1 2s. 6d.

The Admiralty have invited tenders for the conveyance of 475 hhds. malt liquor, in ships of the burthen of about 400 tons register, from England to Hong Kong.

CASUALTIES.

The Halden, Ekstein, which sailed from Liverpool Sept. 22, for Galle arrived at Queenstown, Oct. 1, leaky in topsides.

The Maria y Vicenta, which sailed from Liverpool, September 18, for Manila, arrived at Ferrol on the 27th with mainmast cut away during a gale.

The Chaturanga, which sailed from Cardiff, Oct. 3, for Singapore, arrived at Milford on the 8th, leaky and with loss of topgallantmast, bulwarks, &c. She has been found to be too deep, and will have to be lightened of about 80 tons of coals; her topsides were found to be strained, and would have to be caulked.

Advices from Amsterdam, dated Oct. 7, state that the Stad Oldenzaal, Hoogtorp, from Rotterdam to Hong Kong, put into Bahia, Aug. 28. She had lost a great portion of her rigging on the 23rd, but the vessel was tight.

The London Castle, Thyne, which sailed from Glasgow, Sept. 27, for Singapore, bore up to Rothesay Bay with rudder head loose and one man lost overboard. She had been 150 miles to the westward, and on the 5th Oct. experienced very heavy weather.

MISCELLANEOUS.

At St. Helena.—Aug. 29, Helene, Meyeville, from Saigon, and sailed 31 for Belle Isle; 30, Jane Woodburn, McDonald, from Hong Kong, and sailed 31 for New York; Paix, Labarbe, from Saigon, and sailed 31 for Belle Isle; 31, Fleetwing, Bray, from Manila, and sailed for New York; Sept. 1, Prinses Amalia, Bentveld, from Batavia, and sailed 2 for Rotterdam; 3, Glen Roy, Warden, from Saigon, and sailed for Antwep; 4, Jacob Drenth, from Bangkok; 5, Palais Gallien, Richard, from Saigon, and sailed for Belle Isle; 6, Everest, Clarke, from Foochow, and sailed for Liverpool.

Off St. Helena.—Aug. 31, Fontenaye, from China, for Bremen; Sept. 3, Princess Beatrice, from Ceylon, for London; 4, Jane Anna, from Colombo, for London.

Off Ascension.—Sept. 15, Argus, from Batavia, for Rotterdam.

At St. Helena.—Sept. 8, United Service (s.s.), Gaine, from London, for Singapore, China, &c.; 9, Ocean Belle, Jarvis, from Padang, and sailed for New York; 10, Granite City, Leslie, from Singapore, and sailed for London; Lady Alice, Stranack, from Bangkok, and sailed 11 for Falmouth; 11, Anna Bok, from Batavia, and sailed for Rotterdam; Ida Elizabeth, Dooren, from Batavia; Argo, Ankringa, from Batavia, and both sailed 12 for Rotterdam.

Off St. Helena.—Sept. 9, St. Andrew's Castle, from Colombo, for London; 10, Taitsing, and Hoang Ho, from Shanghai, and both sailed for London.

The Hebe, which sailed from Liverpool Oct. 3 for Singapore, has since put back.

LAUNCHES.

There has been launched from the west shipbuilding yard of Messrs. Charles Connell and Co., at Over-Newton, a finely modelled composite sailing ship of 1,174 tons, to class sixteen years A 1 at Lloyd's. She was named the County of Berwick. She is owned by Messrs. R. and J. Craig, shipowners, Hope-street, and is intended for their Java line of packets.

Messrs. Randolph, Elder, and Co. have launched from their shipbuilding-yard at Fairfield, Glasgow, the Carrick Castle, a composite sailing ship of 1,074 tons builders' measurement of the following dimensions:—Length over all, 217 feet; breadth, 34 feet; and depth (moulded), 21 feet. The Carrick Castle has been built to the order of Messrs. Thomas Skinner and Co., of Glasgow, and is intended to form one of their "Castle" line of Singapore and China traders.

Messrs. Wm. Denny and Brothers launched on the Clyde, on the 3rd inst., a very handsome iron screw steamer, her dimensions and particulars being as follows:—Length, keel and forerake, 345 feet; breadth, 42 feet; depth, 31½ feet; tonnage, builder's measure, 3,000 tons. Her machinery is of the direct-acting surface condensation construction, and 600-horse power nominal, by Messrs. Denny and Co. This magnificent vessel, originally intended to be called Magdala, but finally arranged to be named Deccan, is the property of the Peninsular and Oriental Steam Navigation Company, and will be fitted up for the accommodation of 183 first-class and 57 second-class passengers, with every convenience and luxury requisite for their service.

Messrs. John Reid and Co., of Port Glasgow, have launched an iron sailing-ship of 1,380 tons register, called the Ivanhoe, belonging to Messrs. Williamson, Milligan, and Co., of Liverpool, and forming one of their Waverley line of East India packet ships.

Messrs. Robert Duncan and Co. have launched, on the Clyde, a new iron clipper ship, named the Scinde, owned by John Kerr, Esq., Greenock. The Scinde is of the following dimensions:—Length, 220 feet; breadth, 36 feet; depth, 22½ feet; 1,200 tons register. She is for the East Indian trade, and is to be commanded by Captain M'Millan, late of the ship Trochrague.

Messrs. Henderson, Coulborn, and Co. have launched a composite steamer of about 650 tons burden, for the China and Japan trade. She has been named the Ocean Queen, and is fitted by Messrs, Henderson, Coulborn, and Co. with compound surface condensing engines of 80-horse power nominal.

Messrs. Oswald and Co., shipbuilders and engineers, Pallion High Yard, Sunderland, have launched for Messrs J. S. De Wolf and Co., of Liverpool, the iron sailing ship Cashmere, for the East India trade, to class Aa at Lloyd's, and 20 years red in the Liverpool book. Dimensions:—Length between perpendiculars, 216 feet; ditto on low water level, 208 feet; breadth extreme, 36 feet 9 inches; depth of hold, 23 feet; tonnage O.M., 1,402; gross register, 1,250. This is the eighth vessel launched by Messrs. Oswald and Co. this year, making an aggregate gross register tonnage of 6,707 tons. There are also two large sailing vessels ready for launching next spring, of 1,402 and 767 tons respectively.

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THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

WHARVES.

SINGAPORE.

NOTICE.

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With the assistance of Steam Cranes, a general cargo can be landed easily in a few days—or in about one-fifth of the time usually occupied discharging in the roads.

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NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., published on the 1st January, 1869, will contain a Revised List of the Foreign Residents at all the open ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense will be spared to make this the most accurate publication of the kind ever offered to the public.

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Shanghai ...	Forward Ho	A1 17 yr.	E.I.D.	Oct. 31
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Hong Kong..	WemyssCstl.	A1 14 yr.	E.I.D.	With des.
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Do.	Granville...				Nov. 15
Bombay ...	Hero	A1 10 yr.	666	E.I.D.	Oct. 20
Carwar, Mangalre., Calicut, & Cochin.	Bentuthr	A1 13 yr.	316	S.K.D.	Nov. 1

No. 22, Great St. Helen's, E.C.

Regular line of Packet Ship. To sail on October 28.

FOR HONG KONG, the well-known clipper BLACK PRINCE, A1 17 years, 750 tons register, WILLIAM INGLIS, Commander; East India Docks. Has superior accommodation for passengers.

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FOR SHANGHAI, the well known clipper FALCON, A1 13 years, 793 tons register; J. J. GUNN, Commander; East India Docks. Has excellent accommodation for passengers.

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SHANGHAI Direct.—Last Shipping Day, Oct. 26.—The magnificent new Clyde-built clipper BARBADIAN, A1 14 years, 700 tons register; R. EVANS, Commander; loading in the East India Docks. This splendid vessel, built in 1867, is strongly recommended to shippers.

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FOR SHANGHAI Direct—last shipping day 3rd November (if not previously full)—the splendid clipper CHARMIAN, A1 14 years, 559 tons register; W. G. SAUNDERS, Commander; loading in the East India Docks. This fine vessel, built in 1866, under special survey, for the China trade, bids fair to rival the other clippers.

For Freight or Passage apply to NORRIS & JOYNER, 60, Cornhill, E.C.

FOR SHANGHAI Direct (to follow the Charmian), the favourite clipper ST. ANDREW'S CASTLE, A1 14 years, 639 tons register; G. M'BAIN, Commander; loads in the East India Docks.

For Freight or Passage apply to NORRIS and JOYNER 60, Cornhill, E.C.

To follow the "Ocean Beauty."

With immediate despatch, having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid clipper-built ship SPIRIT OF THE NORTH, A1 10 years, 664 tons register, ALEXANDER MATHEW, Commander; West India Docks. This magnificent vessel, being one of the fastest afloat, and having the greater portion of her cargo engaged, presents the most favourable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Kingdom o' Fife." Having the greater portion of her cargo engaged, will meet with quick despatch.

DIRECT for BOMBAY, the fine fast-sailing Clipper Ship HERO, A1 10 years; 666 tons register, J. PRICE, Commander; East India Docks. This magnificent vessel is noted for her fast-sailing qualities and the good order in which she invariably delivers her cargoes.

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With immediate despatch. To follow the "Spirit of the North," having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid high-classed regular trader, GRANVILLE, A1 15 years, 696 tons register G. GALLICHAN, Commander; West India Docks. This very high-classed vessel, so well known in the Ceylon trade, is confidently recommended to shippers. Has unrivalled accommodation for passengers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Caroline Hutchings." Will meet with Quick Despatch.

DIRECT for CARWAR, MANGALORE, CALICUT, and COCHIN, the beautiful clipper ship BENTUTHER, A 1 13 years, 306 tons register; JAMES CONNING, Commander; St. Katharine Docks. This magnificent high-classed clipper, built under special survey, offers a first-class opportunity to Shippers of fine goods.

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N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

HENRY ELLIS AND SONS' LINE OF CLIPPERS.

FOR COLOMBO DIRECT.—The splendid clipper barque SUSAN PARDEW, A1 11 years, 378 tons register, loading in St. Katharine Docks. This fine vessel, so favourably known in the trade, offers the most favourable opportunity to shippers. Has superior accommodation for passengers.

For Freight or Passage, apply to HENRY ELLIS and SONS, 17, Gracechurch-street, E.C.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 295.] LONDON, MONDAY, NOV. 2, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	July 3	Aug. 23	Sept. 5
Osaka and Hiogo	—	—	Aug. 30
Yedo	—	—	Sept. 3
Nagasaki	—	—	Sept. 4
Hakodadi			
CHINA — Peking	—	—	Sept. 4
Tien-tsin	—	—	Sept. 2
Chefoo	—	—	Sept. 5
New-chwang	—	—	Aug. 31
Hankow	—	—	Sept. 6
Kiu-kiang	—	—	Sept. 6
Chin-kiang			
Shanghai	July 17	Aug. 30	Sept. 12
Ningpo	—	—	Sept. 9
Foochow	—	—	Sept. 13
Formosa—Tamsuy			
Amoy	—	—	Sept. 14
Swatow			
Hong Kong	July 31	Sept. 7	Sept. 18
Canton	—	—	Sept. 17
Macao	—	—	Sept. 17
PHILIPPINES—			
Manilla	July 17	Aug. 29	Sept. 12
COCHIN-CHINA—			
Saigon	—	—	Sept. 12
SIAM — Bangkok			Sept. 13
BORNEO—Labuan			Sept. 15
Sarawak	—	—	
JAVA — Batavia	—	—	Sept. 20
MALACCA STRAITS—			
Singapore	Aug. 18	Sept. 19	Sept. 26
Penang			Sept. 22

THE MAILS, &c.

The present Inward mail was delivered in London on Saturday evening, too late for us to publish on that day. The next mail will be the French one, bringing a week's later news, and is expected to-morrow.

Telegraphic news from Hong Kong, *via* Galle, extends to the 1st Oct., received in London on the 20th ult. By the Kiachta line, Shanghai telegrams to Oct. 12 were received this morning.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Bangalore, arrived Oct. 30.—From Shanghai: Mr. Holbe rton. From Singapore: Mr. Buchanan, Mr. Hardie, Mr. St. John.

To Suez.—From Hong Kong: Mr. John Dodd, Mr F. F. Dodd, Mr. A. W. Rae, Mr. C. Lyle, Mr. and Mrs. Lapraik, two children and servant, Miss Middlemist.

To Southampton, per P. and O. steamer Delta, expected to arrive Nov. 6.—List not to hand.

By last Bombay mail to Marseilles, per P. and O. steamer Nyanza, arrived Oct. 23.—From Shanghai: Mr. J. C. Mackintosh. From Hong Kong: Captain and Mrs. Kinder and child.

To Sou thampton, per P. and O. steamer Pera, arrived Oct. 31.—From Hong Kong: Mr. H. Murray, Mr. Houstain.

PASSENGERS OUTWARD.

Per P and O. steamer *Ceylon*, from Southampton, Oct. 31.—To Shanghai: Mrs. Stewart. To Hong Kong: Mrs. Browne, Mr. R. Bullock. To Singapore: Lady Keppel and two children, Mr. R. R. Bruce. To Penang: Mr. Wilson. To Ceylon: Lady Onseley and three children, Mr. J. A. R. Smyth.

Per P. and O. steamer *Bangalore*, from Marseilles, Nov. 8.—To Yokohama: Mr. A. F. Gower. To Shanghai: Mr. F. May, Mr. More. To Hong Kong: Mrs. Partridge, Mr. Nomuran, Mr. Yamaon, Mr. W. Gregory, Mr. S. W. Pomeroy, jun.. Mr. F. Forth. To Penang: Mr. and Mrs. J. S. Young, Mr. J. R. Henderson. To Ceylon: Mr. and Mrs. J. Maitland and child, Mr. G. A. and Mrs. Nicholls.

Per P. and O. steamer from Suez, Nov. 15. To Hong Kong: Mr. J. Campbell.

Per P. and O. steamer from Suez, November 8.—To Singapore (*via* Bombay): Mr. Aitken.

Per P. and O. steamer *Pera*, from Southampton, Nov. 14.—To Hong Kong: Mr Hirschfield, Dr. and Mrs. C. Scott, Mr. C. F. Nunn, Mr. W. H. F. Darby, Rev. R. O'Callaghan. To Singapore: Mrs. E. M. Smith, Mr. L. W. Shaw, Mr. and Mrs. A. C. Crookshanks, Mr. Strickland. To Ceylon: Mrs. and Miss Cocq, Mr. Percy Lee.

Per P. and O. steamer *Syria*, from Marseilles, Nov. 22. To Yokohama: Mrs. Russell Robertson. To Hong Kong: Mr. F. Temple. To Batavia: Mr. H. Lorch, Mrs. Lorch, Mr. F. J. Lorch. To Singapore: Mr. Gustar Nugar.

Per P. and O. steamer *Tanjore*, from Marseilles, Nov. 15.—To Hong Kong (*via* Bombay): Mr. J. C. Wardlaw.

Per P. and O. steamer *Massilia*, from Southampton, Nov. 28.—To Ceylon: Mr. H. E. C. Grey.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port by the mails delivered on Saturday night extend to the 5th September. The outward English mail of July 3rd arrived in Yokohama on the 24th September. The latest London telegrams received were to the 31st July, brought *via* New York and San Francisco by the Pacific mail steamer *Japan*, which arrived on the 26th September.

The *Japan Times* thus sums up the news of the fortnight:—

The political situation has undergone no change. The Northern rebels are reported to be waiting for the winter, to which they trust for starving the Mikado's troops out of Yedo, and, judging from the recent change in the appearance of that city, the possibility of the Imperialists abandoning it is not altogether chimerical. The mint and arsenal have both been transported to Osaka, the greater part of the palaces of the Daimios are dismantled, the hinges and heavy bronze ornaments torn off the doors, and in many cases the inner houses pulled down, and their stone and timber sold to builders. A landslip had occurred at an important point in the second wall of the castle, where a breach now exists of some forty or fifty rods in width, the *debris* from which has fallen down and shallowed the moat. No attempt is being made to repair this, nor the many minor damages which the walls and guard-houses suffered during the heavy rains of July. Very large numbers of the people have been sent down to the South, merchants, artisans, and labourers, and crowds of others have left of their own accord. We shall not be surprised to find the Mikado's troops leaving the place during the coming winter; but if they do, they will probably leave it in ashes, and future visitors to Japan will only be shown the spot where Yedo was.

It is but a month ago since we detailed at some length a few of the grievances which foreign residents had against the officials of the new Government. On the 25th inst. one of these interferences with native servants in foreign employ reached its climax in an assault upon a groom in the service of the Prussian *charge d'affaires*, M. von Brandt, who chanced to be driving through the main street of the Japanese town in his phaeton, with his "betto" sitting as usual behind him in the rumble, when he came up with the train of Higashi Kuze Saki No Chiujo, who represents the Board for Foreign Affairs here. M. von Brandt's carriage was stopped, and his "betto" ordered to descend and perform obeisance to the Japanese noble, as all the other native passers by were doing. To this the Minister could hardly be expected to submit, but he had to choose between driving on and forcing his way through a number of guards, no very dignified proceeding, or protesting against the indignity to which he was subjected and reserving his action for a future period. The latter course he wisely adopted. His betto was then compelled to leave the carriage and perform the customary salute, and M. Von Brandt proceeded on his way. He at once demanded an apology and the punishment of the two samurai who dragged his betto from his seat, and in this he is believed to have been fully supported by his foreign colleagues. M. Von Brandt's reputation for ability and stedfastness of purpose led us all to congratulate ourselves upon the event having happened to him, believing that he would seize the opportunity of distinctly establishing proper relations between ourselves and the obnoxious native guards. It is therefore with dismay that we record the lame and impotent conclusion. After threats of breaking off diplomatic relations immediately, if not sooner; after invoking the help of his colleagues; after parading before the unimaginative Japanese the dread wrath of the divine Bismarck and the collossal power of the Prussian Navy; after all this, his Excellency, whose aristocratic pride has been proverbial here as almost equalling that of the principal character in "Paradise Lost," declares himself "fully satisfied" with the following:—

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"With regard to the improper behaviour which men of my escort have shown towards the Prussian Minister, by pulling down his betto from his carriage on the 25th instant, I have expressed my deep regret to the Minister. Let every one keep well in mind that henceforward nobody, whoever he may be, shall conduct himself in such an improper manner towards a Minister or a foreigner. The above decree of Higashi Kuze no Chiujo shall be published in the town to all people without any exception.

(Signed) "SAIBANSHO, of Kanagawa."

Mr. Midshipman Easy's ingenious apology to his superior officer has excited the laughter of two generations of school boys, yet this of Higashi Kuzé to M. Von Brandt, one of about the same value, is gravely accepted as sufficient. No punishment is submitted to, by either the chief or his followers; the fact that an Article of the Treaty has been tampered with is totally ignored—an Article the meaning of which, as affecting bettoes riding with their masters, was affirmed two years ago, and re-affirmed within a couple of weeks of this occurrence; the offender does not even ask pardon—he only "expresses his deep regret," a very easy thing to do. "Henceforward" all are to bear in mind that they shall not do likewise, but no penalty is attached to the offence committed, nor any threatened for the future. And this, after four days' diplomacy! Few gentlemen in any other relation of life but would decline such a fragment of satisfaction, but perhaps M. Von Brandt thought "half a loaf was better than no bread," and indeed it was whispered for a couple of days that he was in serious danger of getting no apology at all. Higashi Kuze was said to have asked "who he was," alluding to the fact that he had hitherto declined to visit the Mikado's Court; to have referred him to "his friend the Shiogoon," and other impertinences. Some *quid nuncs* went so far as to affirm that when he threatened to take his departure the malicious Japanese sent him the usual valedictory gifts—a box of eggs and a piece of silk (colour, *Bismarck malade*) —but this we cannot believe. What we have before us is sufficient—that a meagre *amende* has been accepted for a serious insult, and that our position towards Japanese officials remains as unsatisfactory as ever.

On the 26th September the *Great Republic* started for San Francisco, but ran aground on the Kanagawa side, and was not got off until two days afterwards. She proceeded on her voyage during the night. The *Costa Rica*, which had been detained to assist in pulling off the *Great Republic*, left for Shanghai *via* the Inland Sea yesterday afternoon. She, too, appeared to be twice nearly on the other danger known as "the spit," backing and filling about in a curious manner before she finally went off. It is worth inquiry by shareholders, in the P. M. S. S. Co., whether, among other faults of their agents' management here, they dispense with pilots.

The *Albion* has returned from Nee-e-gata after a most unsuccessful trip—only 14,000 cards of silk eggs having been obtained. Trade, except in arms and munitions of war, is quite dead there, and even such illegitimate traffic is carried on at great risk, for the Mikado's forces may at any moment occupy the place, and we can see no reason whatever to prevent his ships siezing any of the steamers now engaged in the business. No such accident has, however, happened at present.

Admiral Keppel returned from the Amoor on the 3rd Oct. in the *Salamis*. The *Rattler* preceded him by twenty-four hours.

The *Japan Gazette* gives the following additional items:—

On the 29th August the Representative of the Netherlands applied to the Saibansho for an escort to accompany him to Yedo. The Governor of Kanagawa most earnestly requested him to postpone his visit for some days, as the city was in a very disturbed state, on account of the arrival of large bodies of troops belonging to the South, who were to march to Shiracawa. It appears that these troops are behaving in so disorderly a manner as to cause great anxiety to the Government itself. The U.S. Minister has also foregone an intended visit to Yedo on similar grounds.

On the 30th a conference was to have taken place at the castle of Yedo, between some high dignitaries of the Mikado's court, the Prince of Hosakawa, and some high officials of the ex-Shiogoon.

All the Japanese newspapers published in Yedo are said to have been stopped by the Kangun Government some weeks ago.

Kiisiu (once Tokugawa), whose troops were lately in Yokohama, is said to be going home. It is reported that two steamers were chartered to take them, and that one of the steamers belongs to the P. M. S. S. Co., is named the *Costa Rica*, and contracted to convey men from Yedo to Tomo.

It is an undoubted fact that the Shin Kanguns, the Northerners, have reached Lutzeregawa, half-way between Otawara and Udsinomia, which latter place is just ten ri from Yedo. The whole country round Yokohama is occupied by Kangun's troops, as there is a strong conviction that Aidzu will pass this way to Yedo. At Kanasawa there are fifty soldiers and two fieldpieces; the same at Kamakura and other principal places. It is asserted that the new Mikado has sent to his nephew at Kioto, peremptorily ordering him to resign within a month from the 1st of 7th moon, Japanese. Also, that he has ordered Arisugawa Mia Sama, now in Yedo, to return to Kioto and never attempt to disobey his orders. Finally, that he has raised the revenue of Prince of Aidzu from 28,000 kokus to 70,000.

From Hakodate we, *Express*, learn that the American steamer *Kanga No-kami*, belonging to Byron Binninger, Esq, of Shanghai, has at last been definitely sold, her nominal purchaser being the Prince of Akitas, although all the details were arranged by the Custom-house people. Her price is 67,000 rios, or about 90,000 dols., half paid down in cash and half on short credit.

The *Japan Gazette* says:—"During the thunder storm on the 3rd September there was seen from the Bund a vivid flash of lightning, described by an eye witness as the brightest by far of any he had ever seen, that, lasting some three or four seconds, seemed to play about the *Ocean* and the U.S.S. *Shenandoah*, and at last palpably burst; it was evidently quite close, for the thunder clap followed instantaneously. On inquiry, it proved that the flash had gone down the lightning conductor into the water, but was apparently most unwilling to leave the iron sides of the great armour plated *Ocean*. At length, on reaching the water, those on board tell us it burst with a considerable noise—'like a hundred hand-grenades" was one account, and another that it was 'like a case of loaded rifles all going off together;' and a shower of large sparks were pelted against the sides of the ship and all around. No damage was done, nor, indeed, was any trace of the dread visitor discernible. The value of good lightning conductors was never more conclusively proved."

Under the heading of "Latest Intelligence" the *Japan Times* gives the following welcome scrap of news:—"We are glad to be able to state, on good authority, that the restrictions upon the export of copper are likely soon to be removed."

CHINA.

—o—

PEKING.

A correspondent writes that he hears revision of the treaty is postponed till after the return of the Chinese embassy from Europe. If so, the question becomes interesting, when is this likely to occur? The report gains truth from the fact that Sir Rutherford's return to England is deferred till the close of next year. Our correspondent strongly advocates Sir Harry Parkes as his successor. He does not believe the Chinese would think of former times as an objection; and urges that he has a knowledge of China and Chinese which it would take a new man half a life time to acquire; and at present we want a man with this knowledge and also with energy—a man the Chinese will fear. But even all these good abilities will be thrown away unless he is backed up by the Home Government. And latterly the Government appears to have been intent on party squabbles, to the exclusion of any such trifling interests as those which centre in China.

A correspondent writes:—"In the *Peking Gazette* of the 20th inst. an Imperial edict appears, promulgating the news that the Imperial forces in the province of Chihle had put down the rebels existing in this province for several months past, the Imperial forces becoming masters of the country lately occupied by the rebels, on the 16th inst. Le-hung-chang (known in the south to foreigners as Le Footae) and Ying-han, governor of Anhwuy and in command of forces in this province, memorialise the Throne that the Imperial armies in Chihle had attacked and fought the rebel forces from the 8th inst. to the 16th inst., during which period numbers of the rebel leaders, including Chang-kwie-urh, the son of the head rebel chief Chang-tsung-yu, had been killed, and from 3,000 to 4,000 of their old rebel followers (meaning I suppose 'long-haired men') had been destroyed; that Chang-tsung-yu, the chief of the rebels, had destroyed himself by drowning. His Majesty (meaning the Empress Dowager) has commanded Le-hung-chang to search for the corpse of Chang-tsung-yu and find it, to make sure that he actually has destroyed himself, and that he has not escaped to some other part of the country. His Majesty has commanded Le-hung-chang to again wear the Yellow Jacket, and has also bestowed on him his former honours held before he was lately degraded. His Majesty has also bestowed on several other high commanders the honours they held before being lately degraded; and his Majesty states that when order has been restored to the whole province he will bestow further honours and make promotions as a reward for the gallant services against the rebels."

TIENTSIN.

A correspondent, writing on the 30th August, says:—Last evening the mandarins in the Tientsin yamens received private letters from Peking acquainting them that the Peking Government had issued commands promoting his Excellency Chung-how—the superintendent of the foreign trade of the three Northern ports, Vice-President of the Board of War, and controller of ammunitions of war and stores for the Northern armies, &c.—to be Vice-Guardian of the young Emperor during his minority, elevating him to the first rank of Mandarin, and granting him the privilege of wearing the double-eyed peacock's feather. He will, notwithstanding these honours, still remain at Tientsin in charge of the foreign affairs at the three Northern ports.

Late on the evening of the 28th instant the United States war vessel *Maumee*, Captain Cushing, anchored off the settlement; and we understand that it is the intention of Captain Cushing to remain at this station for some months. Admiral Rowen, the United States Naval Commander in Chief, is looked for soon on a visit to this port and Peking. We must candidly own that the American navy is now giving its full share of protection to this port. A Russian man-of-war is expected daily, and we understand she will lie here during the winter, as the British gunboat *Dove* did

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last winter, to render protection to the residents during the closed season. The southern junks are beginning to collect at the Kokoo anchorage; but up to the present moment they have given no trouble to foreign vessels when coming up or going down this river, as they were in the habit of doing last year. Owing to the excellent regulations made by the Customs authorities this year, I do not fear any interruption to the foreign craft this season.

The millet crops are being gathered in spots where the soil is good, and the yield is deemed very large. All the crops are looking very promising, and everything tends to lead us to expect that we shall see a harvest above the average of the late past years.

CHEFOO.

The following is from a correspondent:—"Your readers will be glad to learn that matters seem progressing very favourably here. The party at work at Kin-Shan-Sze must be making a good thing of it, but they are keeping everything dark. Were they not doing well, they would not be supported by a foreign house here thus long. I hear that by washing for gold dust alone they are making 2 to 3 dols. per man per diem. Since the proclamation which Mr. Consul Markham made the Taoutai issue in lieu of the objectionable one anent foreigners travelling in the interior, there have been no complaints whatever; on the contrary, everybody who goes up country now returns with a firm belief in the kindness of the Chinese peasants, and is full of praises of the way in which assistance is rendered. A strong hand is really all that the Chinese want. If our representatives are only firm with them, they can get the authorities to do a great deal; but they very soon discover who is to be master, and act accordingly. A little more of such plain and simple, but at the same time decided, action as Mr. Consul Markham adopted would soon put down half the 'difficulties' of which we hear so much in China."

The *Daily News* correspondent states that gold has been found east of "Look-out Mountain," and three Frenchmen and others have gone down to the new place. There are some twenty-three men now at work. The French are mining in earnest, having with them a regular mule train with all the material for work. The mandarins have quite cleared out, and the coast is clear. The *Recorder* mentions that another stabbing case has occurred at the above port, but this time the culprit is a Chinaman; he stabbed a man belonging to one of H.B.M.'s gunboats. The man has survived the blow, but is in a precarious condition.

HANKOW.

A correspondent, writing from Hankow, under date of 3rd September, says:—

"An auction, which took place here a few days ago, formed a half amusing and half melancholy evidence of the manner in which this place has fallen back. The property of Messrs. Alfred Wilkinson and Co., who are closing their establishment here, was brought under the hammer. At 11 A.M. a concession lot (not Messrs. Wilkinson and Co.), was offered, the first bid being half a tael; the officers lingered thereabout for some time, and the lot was bought in by the British Consul, nobody wanting it. Two lots just outside the concession were then offered, and finally sold for Tls. 26 each; but the crown of the sale was a plot of ground at Hang Yang, 862 square feet, once valued at Tls. 5,000, which was sold for Tls. 5. A strange comment this on the land bubble of the Yangtsze ports. The river is beginning to rise considerably."

KIUKIANG.

An incident, which has attracted some attention, has occurred at this port. The Rev. Mr. Hart, of the American Episcopal Mission, was induced to go into the country, to confer with some Chinese concerning a translation of the New Testament into the dialect of the province, and he left his wife alone in the house. The night after he had gone an attempt was made to enter the house by ten burglars; but on this occasion, being disturbed, they went away. The next night they re-appeared; and but for the courage and presence of mind of Mrs. Hart, who threatened to shoot any one who should enter, would have forced their way into the premises. The correspondent of the *Recorder*, referring to this matter, says it is the opinion of some shrewd observers of Chinese at that port that the inducement held out to Mr. Hart to leave his place of abode was simply a *ruse* to get him out of the way, and that those who are familiar with the hostility of the Taoutai at that place to all foreigners can see a close connection between this act and many others, such as the destruction of the Bungalow last year at this time, the insults offered to the Consuls, and the abuse of late heaped upon Mr. Kleinwachter, the Commissioner of Customs.

CHINGKIANG.

A correspondent of *N. C. Daily News*, writing on the 3rd Sept., says:—"Since last addressing you affairs have taken a rather serious and complicated turn here. The disturbances at Yangchow have been followed by riots in the native city of Chingkiang, and the *literati* are again assuming the old tone of defiance and intolerance which used to characterise them previous to the war of 1857. Under their direction the mob of Yangchow have been complimented on their recent triumph over the foreign missionaries; congratulatory messages and placards have been freely circulated through the city, and rewards have been promised to the popular leaders. Not content with this, however, they have now further decided that the foreigners shall on no account be permitted to return to the city; if they present themselves at the gates they are not to be allowed to enter, but should they by any chance get inside the city walls they are to be instantly set upon and killed. No mercy is to be shown them; the rights of the people must be maintained at any expense, and if only a few of the missionaries are killed, others will fear to follow them.

"The names of the headmen who took the lead in the Yangchow outrage are well known, but the difficulty is, how to get at them. The Prefect, even if he wished it, dare not arrest them, and to hope to see them punished by the provincial authorities is utterly futile—unless, indeed, a very strong and very determined attitude is taken by H.M.'s representatives. Practically speaking, however, the most effectual way to settle the matter is, to insist upon the Prefect arresting them; and if he declares his inability to do so, to help him, with a file of marines and a gunboat, and take them prisoners to Nanking, and deliver them up to T'seng Kuo Fan. In this way a lesson would be conveyed which these literary gentlemen would probably never forget. It would have more effect in quieting the country, and preventing similar outrages in future, than even the capture of a city. It would teach the Chinese that their literati cannot instigate murderous attacks on foreigners and then laugh in their sleeve at us for our impotence and imbecility. It would prove to them that, if their own Government is unwilling or unable to punish such outrages on the laws of nations, we will not let them pass with impunity.

"As usually happens to this blessed and well governed country, the natives of Chinkiang have now taken it into their heads to ostracise the missionaries. They have been stimulated to this by the success gained at Yangchow; and on the night of the 1st instant a considerable mob, headed by a Tartar mandarin, surrounded the house of the unfortunate man who let his premises to Mr. Taylor, and after taking him prisoner to the quarters of the Tartar, gave him a severe thrashing. Last night the riot was renewed, and the Yamen of the Taoutai, who is said to be favourable to foreigners, was besieged by several thousand people. The gates were shortly broken open and the rioters made their way through the Yamen, smashing doors, furniture, and every thing they could lay hands on. One of the Secretaries of the Taoutai was severely flogged, but the mob abstained from offering personal violence to the Taoutai himself. The Chehsien, who happened to go to the Taoutai's rescue, was pushed about a little; it would not be surprising, however, if he himself had been at the bottom of the whole affair. The gates of the city were shut when the disturbance began, and remained so until late this morning. The chief hostility was against the Taoutai for treasonable friendliness to the missionaries; there was also a determination manifested to keep these latter outside the city, and to prevent them from eating children there, as they had been accused of doing at Yangchow.

"Truly this is a pitiable and deplorable state of things, and, if it is not effectually put a stop to, must lead to very serious results. The people of this place are beginning to forget the lesson we gave them in 1842. They look upon our forbearance as weakness, and they are daily becoming more aggressive. It devolves upon us in the interests of peace to undeceive them.

"Her Majesty's Consul, Mr. Medhurst, arrived here on Monday morning, and is now waiting the arrival of the *Rinaldo* to proceed to Yangchow. His presence has already been productive of a considerable amount of good in settling some land matters inside the city of Chinkiang connected with Mr. Taylor's mission."

SHANGHAI.

The English and French mails of July 17th arrived out on the 31st August and 1st Sept. respectively. The present homeward mail left on the 12th Sept. The latest London telegrams received in Shanghai were to August 18th *via* Kiachta.

The following items of news are from the *North China Herald*:—

Matters connected with the Treaty have been again exciting public attention; the text of a new American Treaty with China concluded by Mr. Burlinghame, and a translation of Tsen-kwo-fan's memorial on the approaching revision, having been both under discussion.

The new American Envoy to Peking, the Hon. J. Ross Browne, arrived on Saturday, by the *Costa Rica*. We have to acknowledge the courteous gift of that gentleman's "Report on the Mineral Resources of the States and Territories west of the Rocky Mountains." That part of the work which relates to the gold districts of California is specially interesting, now that we are looking forward to the possible opening of goldfields at Chefoo. As we have already remarked, the arrival at the present juncture of a Minister so deeply interested in mining is highly satisfactory. Notwithstanding Article IX. of the new treaty, we hope Mr. Browne will not omit to press forward an innovation to which Tsen-kwo-fan has already given his high assent.

Matters connected with the Yangchow outrage continue to excite much attention. H.B.M.'s Consul went up to that city, in company, we believe, with a delegate from the Viceroy, to inquire into the case. We have since been informed officially that Mr. Medhurst returned to Chinkiang on September 9th, having obtained entirely the object of his mission. He left the next morning with the Prefect of Yangchow to visit Tseng-kwo-fan at Nanking. A disturbance was got up, under the auspices of the

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Tartar General, at Chinkiang. The Taoutai's Yamen was violated, and an attempt on the foreign settlement threatened; but no actual harm was done in either case. We entertain a strong suspicion that the row at Chinkiang was got up by the mandarins as a sort of moral support to their brethren at Yangchow. Yangchow, however, does not seem to be the only place where an objection to missionaries is manifested. A correspondent, writing lately from one of the Formosan ports, says:—"The people about here cause the missionaries a great deal of trouble, what with pulling down their chapels and persecuting the native converts." The *Recorder* states that H.I.M. gunboat *Scorpion* has gone to Takow, to afford foreigners the protection of its presence; for the petty mandarins had excited so much ill-will against the latter that it was becoming dangerous to leave the immediate neighbourhood of the settlement.

Exploration in the gold districts is continued with fair success. Auriferous sand is said to have been found very near Chefoo. A good specimen of auriferous quartz has been brought from Kinsan. Experiments in digging are being made. A correspondent sends us the following, under date of the 5th instant:—"Gold has been found east of Look-out Mountain, and some Frenchmen and others have gone down to the new place. There are twenty-three men now at work. The French are mining in earnest, having with them a regular mule train, with all the material for work. The mandarins have quite ceased from troubling, and the coast is clear."

We have received from a Chinese source the following particulars of the late rebel slaughter in Shantung:—"The waters of the Yellow River having inundated the country to a depth of six feet—the Imperialists being encamped on high land, the Nienfei on low—the former took advantage of their position to hem the latter in; and the gunboats advanced to the attack. Many hundreds of Nienfei were drowned, and others captured, but whether the whole body were annihilated is not known for certain, though the authorities here say they were. Of course, as soon as the rice crops are finished the rebellion will be rampant again."

A suggestion we made some time ago, about the new public garden, has been most kindly acted on. Some amateurs of the Philharmonic Society gave a most pleasant entertainment there a few evenings ago, when all Shanghai, nearly, was present.

It is with great regret we record the death of Mr. J. M. Hockly, R.N., who for several years filled the office of harbour master at this port; and under the recent change in that branch of the service had been appointed Acting Marine Commissioner.

The extension of the Post-office money-order system to China has given much satisfaction; but it is much to be regretted that it has not been also applied to the coast ports. It will be very convenient to remit small sums to England at current rates of exchange, and the banks will be saved a deal of trouble with small bills. But the want for a means of remitting money from one port to another on the coast of China is infinitely greater.

The *Recorder* supplies the following:—

We recently mentioned that the Council of the North China branch of the Royal Asiatic Society had appointed a committee to arrange the details of the expedition for an examination of the Yellow River, which has for some time been under contemplation. We are glad now to announce that these gentlemen have issued a prospectus and invited subscriptions for the object in question. The amount which will be required is small compared with the importance of the expedition in a commercial and scientific point of view, and especially so when contrasted with the heavy estimates which were made when the matter was first taken into consideration. The whole amount required is about 800 dols., which we have no doubt will be readily subscribed. The plan proposed is to proceed up the grand canal from Chinkiang to the point where it is crossed by the Yellow River, and at this place to commence the survey. The subject has been so fully discussed that it is needless to speak at any great length on the present occasion. We can only express our sincere hope that the scheme may meet with the support of the public, and be as successful, as from the energy devoted to its completion it thoroughly deserves.

Mr. J. Morphew, on behalf of Messrs. D. Sassoon, Sons and Co., recently brought a charge in the Shanghai Court against three Turkish subjects, of molesting the above-named gentlemen. The three defendants were dressed in a most picturesque costume—long flowing variegated robes, held round the waist by large girdles, and on their heads handsome turbans, altogether like pictures in the "Arabian Nights." Two of them were very fair, and had a pleasing and mild cast of countenance. The third was less attractive in appearance, and was a cripple in one of his legs. The circumstances connected with the case are most peculiar. It seems that the three Oriental gentlemen were Jews from Jerusalem, and had found their way out here through a desire to visit and instruct the Jewish colony at Kai-fung-foo; and becoming short of funds had for some days been pestering Messrs. D. Sassoon for assistance. They behaved with much dignity in Court, and one of them stated his story in a few simple words in the German language. The Court decided to provide for them till the next steamer left for Hong Kong, and then to send them to that place.

We have to record another wanton attack upon foreigners in the country. On Saturday night, August 29th, two French gentlemen in the Customs' service went out shooting in a house-boat built in the Chinese style, and on arriving at the Barrier near Sz King Kwu they stopped off the small Custom-house there, where a gunboat is stationed. One of the gentlemen observed a number of men from the gunboat going round the Custom-house and making their way towards the spot where the house-boat was. The coolies in the boat called out to them that the inmates were Frenchmen, and upon this they commenced a shower of stones. One of the gentlemen came out, and by stepping back managed to get clear of a large stone thrown at his head, which, however, hit him below the knee, causing him considerable injury. After some time the boat got away. The matter has been brought to the notice of the Taoutai, who, it is expected, will take some steps with regard to it. We think it would with more propriety have been placed in the hands of the French Consul, and we trust that Vicomte Brenier may, in order to uphold his nation's *prestige*, feel called upon to take cognisance of the affair.

We hear with regret of the death of Mr. Green, of H.I.M. Customs, on August 25th, at Nagasaki, caused by the accidental capsizing of a boat. It seems that he and Captain Margate were proceeding in a boat from the *Osaka* to the *Taka*, but owing to a heavy sea running at the time, the boat was capsized. They were, however, speedily rescued by a boat from the *Cormorant*, but owing to the severe shock he had sustained, we are sorry to say Mr. Green expired in a few hours.

The *Friend of China* says:—"We hear that Mr. Inspector-General Hart is expected at Shanghai during the current month, and will proceed thence to inspect the several stations where his Customs Commissioners are stationed."

FORMOSA.

Some trouble has arisen in Formosa, but steps have been taken to put it down, H.I.M. gunboat *Scorpion* having been despatched by Vcte. Brenier de Montmorand on the 3rd inst. to Takao to guarantee by its presence the safety of the European residents, and, if necessary, to put down any attack that might be made upon them. The Catholic Mission at Formosa is Spanish, and since the Treaty was concluded between Spain and China has been placed under the protection of that Power. In accordance, however, with the wishes and the request of the Spanish Consul, backed by the Consuls of England and Prussia, who at the moment had no gunboat available for this object, Vcte. Brenier thought it right to take this step. Mr. Gibson, H.B.M. Consul for Prussia, Denmark, and Vice-Consul for France, wrote in August complaining that the state of affairs was intolerable; that Europeans cannot go a hundred paces from their houses without danger; and that this resulted not from any ill-will on the part of the people, but from the petty mandarins. This letter was, however, only received at the end of last month, and, notwithstanding that the French have practically no interests in Formosa, the Consul-General very commendably regarded the matter as one of European interest, and influenced by this consideration despatched the *Scorpion*.

THE CAMPHOR TRADE.

The following official notifications, abolishing the camphor monopoly, have been published:—

The undersigned begs to publish the following despatch, which he has received from the Taoutai of Taiwan, permitting British merchants to trade in camphor throughout the whole island of Formosa. JOHN GIBSON, Acting-Consul.

British Consulate, Taiwan, Takow Office, 5th Sept., 1868.

Liang, by Imperial authority, Taoutai in Taiwan, &c., &c.

Whereas on the 13th day of the 7th month (30th August) a despatch was received from the honourable naval officer (Lord Scott), said despatch inviting a despatch to the Consul (Mr. Gibson), informing him that thereafter, in the matter of trading in camphor, English merchants shall be permitted without hindrance to trade in that article, the Taoutai having examined as to the above matter finds that from the time of his assuming office until now he has never forbidden such trade to English merchants, but has only forbidden unprincipled people to trade in camphor; he therefore begs of the honourable officers specially not thus to reproach his previous action. Hereafter let each (Kingdom) according to the provisions of the treaty of Tientsin, as set forth in the 9th, 12th, 13th, and 14th articles, regulate matters, and so China and the other kingdoms be at peace. If then should arise matters which are not consistent with the treaty, then the Taoutai along with the Consul shall with a mutual understanding discuss and determine them, neither party obstinately pursuing his own purpose. Therefore, this despatch is sent to the Consul that he may examine and act accordingly.

Translated by JOHN GIBSON, Acting Consul.

HONG KONG.

Advices from Hong Kong are to the 18th September. The outward mail of July 31 was delivered September 7. There is absolutely no local news of any importance, the fortnight's intelligence being summed up by the *Overland Trade Report* in these few lines:—

"Everything is at a standstill in Hong Kong. There have been no movements in trade, which is worse than ever. There has been some correspondence in the papers on the causes of the present great depression in business, and it is possible that the Government may order a commission of inquiry as to the working of the Legislative measures of the past two years. The merchants throw the blame of the ruin of the colony on Sir. R. Macdonnell and his ordinances.

"The Chinese Government having refused to co-operate with

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the colonial authorities, the rules and regulations published in June last for the disarmament of fishing boats and trading junks have been repealed, to the great joy of the pirates. There is something more to come out with reference to this affair.

"The death of Captain Edye, R.N., commanding H.M.S. *Satellite*, has thrown a gloom over the community."

THE HONG KONG CHAMBER OF COMMERCE TO MR. HART.

The following letter has been addressed by the Hong Kong Chamber to Mr. Hart, in reply to his circular despatch of July 20 :—

HONG KONG, 26th August, 1868.

Sir,—I have the honour to acknowledge receipt of your despatch No. 86, dated Peking, 20th July, which has been perused with much pleasure by the committee, and beg to convey to you the thanks of the Chamber for the invitation given to the mercantile community of this port to communicate with you on matters connected with the proceedings and rules of the department of which you are the head.

This Chamber entirely agrees with you in the opinion that it is as beneficial to the mercantile communities of China as to the Customs' Department that a mutual good understanding should exist; also, that proper method in the collection of duties and regularity in the administration of revenue matters is just as necessary to the transaction of the merchants' business as to the proper performance of their duties by Customs' officials, and it will gladly avail itself of the invitation now given to address you when an occasion arises; should you, on the other hand, address the Chamber on the subject of new regulations, the modification of existing ones, improvement of harbour approaches, lighting of the coast, &c., or any other points on which you may desire to have its opinion, you may rest assured that the same will be readily given; also any suggestions which may occur to the Chamber regarding the matters which may be submitted to it; and it entirely concurs with you in the opinion that a preliminary ventilation of any intended changes will be beneficial to all who are to be affected by them.

This Chamber freely admits that, in the present condition of China, a foreign inspectorate of Customs confers a benefit on the trading communities at the ports generally, by insuring thoroughly impartial treatment to all engaged in the trade. It admits, also, that a desire has been evinced on the part of yourself and the commissioners acting under you to frame the rules under which the Customs' revenue is collected, so as to cause as little annoyance as possible, at the same time with a due regard to protection of the revenue. Still it has on various occasions taken exception to some of these rules, as having an injurious effect on trade. It has done so more particularly with reference to fines and confiscations. The rules regarding these have been somewhat amended of late, but are still, in the opinion of this Chamber, susceptible of further modification. It therefore views with great pleasure, and derives great hopes from the future, from your assurance that you have ever objected to unnecessarily heavy fines or confiscations. At the same time it is fully aware of the difficulties you have to contend with on these points when endeavouring to instil new ideas into the minds of your Chinese colleagues, and it can well understand how tedious the process is, and how fully it must occupy your time. I conclude by expressing the satisfaction of this Chamber with the contents of your despatch generally, and the friendly tone which pervades it, and am, Sir, your obedient servant,

P. RYRIE, Chairman.

ANOTHER COOLIE TRAGEDY.

A ship has arrived at Hakodadi under circumstances that leave no doubt that another appalling coolie tragedy has been enacted on board of her. The official report is as follows :—

"On the 19th August last, a ship with top-gallant and topmast gone, without any Europeans on board, and with no flags or papers, and with the name taken away, entered the harbour of Hakodadi. The Japanese authorities took charge of her, and then referred the matter to the Consuls. Forty-seven Chinese who were found on board were arrested, and they declared the Europeans had, under stress of weather, deserted the ship in two boats; some contracts were found on their persons, which bore the name of the Italian ship *Providenza*. On this Mr. Butzow, the Acting Italian Consular Agent, took charge of the vessel, and on closer examination found a bell with the name of '*Bertha*, 1836,' engraved upon it, and marks of blood on the saloon and some doors. No boats or guns were to be found."

The Italian ship *Providenza*, Captain Nattini, cleared from Macao shortly after the ill-fated *Theresa*. She had 28 Europeans as crew, all told, and 382 Chinese coolies for Callao. The captain, who was at Macao when the *Theresa* put back, said he would take all necessary precautions to guard himself against a similar tragedy to that enacted on board the *Theresa*. The *Daily Press*, describing his plan, says it consisted of "an extra supply of firearms and cutlasses aft in the cabin, and forward in the forecastle, with plenty of ammunition, and the best will to use them. It included a strong palisade of iron bars from side to side of the ship just abaft the mainmast, and rising to the height of five or six feet above the bulwarks; probably a similar grating or palisade forward, to protect the forecastle doors. It included a couple of iron twelve-pounders, loaded to the muzzle, and pointed forward along each gangway from behind the quarter-deck barrier, and a couple of lighter pieces mounted on the top of the poop cabin, to prevent any attempt to clamber over or along the bulwarks. Three or four fierce and powerful dogs, and a crew of truculent-looking scoundrels, one-half of whom were always under arms, probably completed the preparations, and Captain Nattini went to sea with his mind fully made up that at the first movement among his passengers the grape-shot and langride of his twelve-pounders should sweep his decks clear of the mutinous and ungrateful wretches he was taking from poverty and misery to wealth, comfort, and happiness."

All these precautions seem to have been unavailing; the captain and at least some of his officers and crew have doubtless been murdered, and the vessel, by some accident or mistake, or inability of the Chinese to find any other port, has drifted in to Yokohama. A Japan paper gives the following details of the condition she was found in :—"She was an old ship, and in a very dilapidated condition, topgallant masts gone, and all rigging in disorder and disrepair. She had only two boats. No name, ship's papers, nor other means of identification were discoverable. Off the quarter the name had been torn, and from the boats remaining it had also been erased. On one of the bells was the name Bertha, but this, under the circumstances of the evident intention to conceal her identity, can hardly be regarded as the name of the barque, though it may afford a clue to recognition could the sale of such a bell be traced. On board were forty-two Chinamen, common coolies, not sailors, all professing ignorance of the English language. Through a Cantonese interpreter the account of the men on board was made out to be that the vessel was Chinese-owned, that she had left Macao about seventy days previously for Foochow, with a European captain and officers to the number of five, and with fifty Chinese sailors, of whom they were the remainder, eight having died. The Europeans, they said, had abandoned the ship during a gale of wind, taking with them two boats, the davits for which stood empty. Seventeen of the men had coolie contracts, numbered irregularly, the highest number being 299. They were written in Spanish, and were made out for the Italian barque *Providenza*. Their dates were from May to July, 1867. Many articles of European make were found; a trunk, nearly new, with canvas cover marked 'Lima, Peru,' such as might belong to a supercargo; some children's boots, a carpet stained with blood, and a quantity of European clothing of good quality, shirts, guernseys, trousers, &c. The Chinamen were using European cooking utensils, and knives and forks, while of ordinary Chinese coolies' cooking pots very few were found. In the hold was a quantity of hoop iron, some gunny bags, and a little flour. There was no evidence whatever of the presence on board of any Chinaman above the lowest class—no China fittings in the cabin, such as a Chinese captain, owner, or supercargo would have, nor any Chinese clothes of value. The floor of the cabin had evidently been lately scraped.

"During the examination it was accidentally discovered that among the forty-two men were a couple of interpreters, though when the vessel was first boarded all pretended to be quite ignorant of any language but their own, except one, who spoke a little *pidgin* English. These two were remarked to be laughing together at some observations made in English in their presence, and on being taxed with the fact that they understood what was said, acknowledged that they were interpreters."

An investigation is going on which will probably result in some light being thrown on this extraordinary case. In the meanwhile we can only guess at the history of the unfortunate ship since her departure from Macao. The *Daily Press* suggests the two most likely alternatives: — "Chinamen are very dangerous when reduced to desperation. They are at all times fearless of death, indifferent if you will, and when thoroughly roused are utterly reckless of life and heedless of pain. Taking into consideration the absence of the cannon, cabin furniture, and other articles of European manufacture usually found on board ships, two possible suppositions arise. Either the coolies in their revolt were assisted from without, and the piratical craft that took part in the contest plundered the barque of everything of value, and took out of her the greater number of her passengers, leaving, for some cause or other, the miserable remnant behind; or else those who arrived in her at Nagasaki are the sole survivors of the 380, the rest having fallen in the contest with the captain and crew, or in clan fights afterwards; and, in the vain hope of passing off the vessel as Chinese owned and manned, threw overboard the guns, small arms, clothing, furniture, and fittings of unmistakably European origin, and cut the boats adrift, so as to destroy all clue to the ship's identity."

THE BURLINGHAME TREATY.

The following severe, but withal very just, strictures on the tone of the American papers with regard to Mr. Burlinghame's treaty are from the *China Mail*:—

"As might have been expected, the 'New Chinese Treaty,' as it is magniloquently named, has of late been a favourite topic with the New York papers. We are treated to a discussion of the vast things effected thereby from many points of view, each, if possible, more absurd and betraying a more utter ignorance of Chinese policy than the other. The *New York Tribune* seems to reach, however, the extreme limit to which deliberate, or at least inexcusable, misstatement of facts, crass ignorance of this country

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and a general conglomeration of what American journalists gracefully term 'Bosh,' can carry civilised writers. It is not content with praising the provisions of this utterly hollow and ludicrously useless 'Treaty Addendum,' but favours its readers with a slight reference to past American history in China of which any other paper than the *Tribune*—any other journal not utterly dead to national honour, and national self-respect—would have carefully avoided the mention. The large and intelligent community of Americans in China, whose knowledge of former events enables them to be competent judges of what tends to the honour of their country, will, we are sure, share with us the regret which we thus express at seeing one of the most influential New York journals not only render itself ridiculous in the eyes of thinking men, but provoking criticism from the British press which cannot but result in the discomfiture of the self conceited authors of statements so erroneous—if indeed a New York journalist is amenable to a feeling of shame.

"The precious production to which we allude, and which appeared in the *Tribune* of the 16th July, sets forth that 'American common sense and fair dealing have brought about a change in the policy of the venerable empire of the East which Great Britain and other European Powers failed to enforce by repeated wars.' We should like to know how this common sense and fair dealing has been displayed. Was it when the United States representative, smuggled into Peking, obtained by false representations a hollow assent to his demands? Was it when the United States, waiting till the guns of Great Britain and France had opened the way, stepped forward to claim equal privileges with the subjects of those countries? Was it when the late representative, by a course of snivelling adhesion to everything dictated by Sir F. Bruce, which excited the hearty contempt of all in the secret, aided the 'co-operative policy' by his valuable adhesion? Was it by the appointment of U.S. Consuls such as those which past years have seen at some ports? Was it by a great American house advancing money to the Chinese during the war to enable them to resist our just demands? Was it by the pretended cordiality to Great Britain of the late Representative, which, in the few short days which elapsed on the voyage between Shanghai and San Francisco, turned to a hearty denunciation of the policy to which the Americans owe even the settlements they now enjoy? Was it by the persistent use of British interpreters, as well as British influence, in every negotiation conducted at Peking—so much so that a trifling remuneration to a scientific man, for services rendered to the Chinese, could not be obtained until the good offices of the British Secretary had been invoked? Is this the 'common sense and fair dealing' of America thus to use foreign aid and to avail itself of every demonstration of force put forth by others to obtain its own objects? The Americans must be proud of their Government if this be the case.

"But more than this, says the *Tribune*, 'if Great Britain wants to emulate our (American) success she must act as honestly as we do.' The force of impudence could indeed no further go. Why, the very fact of Mr. Burlinghame receiving his appointment at all is owing to the moral (but sadly mistaken) support given to the proposition by the British Minister. We leave American political honesty to stand by itself. No condemnatory words of ours are needed to testify to its status. The bitterest satire ever penned on America by English pen has failed to elicit the amusement with which this declaration has been received by British subjects in China—and we might also venture to say by American citizens also. It is absolutely beyond discussion, and may be dismissed with the peals of laughter which have greeted its appearance. Thus much for the *Tribune*.

"As regards the actual agreements entered into by Mr. Burlinghame, there is one to which wemight profitably draw attention. The 'Consul' clause in which England and Russia are so particularly noted, is so palpable an attempt to impose upon Hong Kong and Kiachta a 'Chinese Consul' that it should be scarcely overlooked. There are, no doubt, many Yankee 'citizens' in the Customs Service who would particularly enjoy holding such an appointment. But as we hold that all Chinese in Hong Kong are *pro tem.* British subjects, the introduction of so objectionable an official can well be dispensed with. If Lord Stanley should indeed contemplate signing a similar agreement on behalf of Great Britain, there will, of course, be no means of avoiding the infliction. But there can be no good purpose served by such a step being taken, much as the *Tribune* would doubtless like to see another citizen in a position so influential for worrying the Britishers. This would be another instance, doubtless, of American 'common sense and fair dealing' It would give a little more patronage to the Inspector-General of Customs, but would not materially advance the good understanding between Great Britain and China, so that we trust the 'fair dealing' in question will be turned to some other object. There is need of it, somewhere."

BORNEO.

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LABUAN.

Under date of September 12 a correspondent of the *Straits Times* writes as follows:—I venture to send you some items of news from this little island, which may, perhaps, be interesting to your readers.

On the 17th ult. Governor Hennesy proceeded in H.M.S. *Rifleman*, Captain Reed, R.N., to Barram Point, on the coast of Borneo, in order to make observations on the solar eclipse of the 18th ultimo.

In making these observations he was ably assisted by Captain Reed, who supplied all the requisite instruments, including the most accurate chronometers. The eclipse lasted over six minutes at Barram Point, and the observation of the sun's disc having been complete, it was seen to great advantage from that position. His Excellency made the most careful observations, and, I understand, he has transmitted to the authorities at home a most interesting account of the various phenomena by which the great astronomical event was accompanied. . . . . I regret to have to state that the neighbourhood of Labuan has been once more the scene of one of those daring acts of piracy which, it was hoped, the vigorous measures of the late Rajah Sir James Brooke had extirpated for ever from these waters. The outrage was committed a few months ago by pirates from the Island of Oobean, in the Sooloo Sea. A schooner, sailing under British flag, and belonging to a British subject, Lee Cheng Ho, a Chinese trader of Labuan, was attacked near Malludu Bay, by a number of pirates, in fifteen prahus, who captured the schooner, tore down the British flag, and killed three of her crew. When intelligence of this outrage reached Labuan, by means of five of the crew who had escaped, the Governor promptly despatched a boat for H.M.S. *Leven*, then and still, at Sarawak. Some days after, H.M.S. *Dwarf*, Commander Walker, arrived in Victoria Harbour late in the afternoon. The Governor put himself instantly in communication with the commander, and, with characteristic energy, his Excellency, as Consul-General in the Island of Borneo, proceeded in the *Dwarf* early next morning for the scene of the outrage, accompanied by theHon. Mr. de Crespigny, the Harbour Master, and Lee Cheng Ho, the owner of the captured schooner. The Governor has not yet returned from this Consular service; but it is to be hoped that a signal example will be made of the prepetrators of this audacious insult to the British flag.

I understand that the steamer *Royalist* will not call here again, and that we shall have henceforth to depend on the *Vine* and *Samson* for communication with Singapore. We all regret the loss of the *Royalist*, as she brought the mails more frequently than any other vessel coming here.

The Acting Colonial Surveyor, Mr. J. R. Howard, is giving universal satisfaction by the zeal and energy with which he is working in his department, in which much reform is required. He is unquestionably "the right man in the right place." Should the home authorities confirm Governor Hennessy's judicious provisional appointment, and make it permanent, there can be no doubt that the rising colony of Labuan will largely benefit by the services of a surveyor so thoroughly qualified to fill that post as Mr. Howard.

Mr. Lumsden, the manager of the coal mines, is now employing convict labour in loading the *Vine*, at Coal Point. For the last week several gangs of convicts have been engaged in that work, which they have performed in a very satisfactory manner. Mr. Lumsden pays so much per head per diem for the men, thus relieving the colony of the cost of their support. When the additional convicts expected from Singapore arrive here Mr. Lumsden will, no doubt, be glad to avail of their labour at the mines, the productiveness of which would thus be rapidly developed with commensurate advantage to the colony, in the prosperity of which the coal-fields form so important an element. They would also give a great impetus to the progress of Labuan, by their valuable labour on various public works.

We were all very much surprised here at the curious mistake made by Mr. Low, in his letter to the Singapore *Daily Times* of last month, saying that "Labuan is heavily taxed." So far from being "heavily taxed," a comparison of Labuan with other English colonies (and it can be easily made by reference to the Blue-books) clearly demonstrates that it is the most lightly taxed colony, for the amount of its trade and commerce in the British dominions, and much more lightly than Sarawak, taking the commerce of the two as the basis.

I am also happy to be in a position to state that we are steadily progressing in population, commerce, and revenue. In proof of our increase in commerce I shall mention one remarkable fact, viz., that according to the latest returns furnished by the Harbour-master the imports and exports of Labuan for the first six months of this year exceed in value the imports and exports for the entire of last year. This fact speaks for itself, and any comment thereon would be quite superfluous.

STRAITS SETTLEMENTS.

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SINGAPORE.

From this port we have news to the 26th Sept. The English mail of Aug. 14, and the French mail of Aug. 18, reached Singapore on the 15th and 19th September respectively. The latest London telegrams by the latter were to Sept. 8. The following summary of news is from the *Straits Times*:—

H. M.'s gunboat *Avon* arrived from home on the 9th instant, and H. M. S. *Argus* from Bombay on the 19th idem. The *Perseus*, Captain Stevens, the senior naval officer, and the *Argus*, proceed

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to Hong Kong about the end of the month, while the two gunboats *Avon* and *Weazel*, together with H. M. S. *Rifleman*, surveying, Commander Reed, remain here to guard this port.

An alarming fire, which might have destroyed the whole town, broke out about eleven o'clock at night on the 17th inst. in the godowns occupied by Messrs. Puttfarcken, Rheiner and Co., in Princes-street, and resulted in the total destruction of the godown in which it originated. By the strenuous exertions of the police under Mr. Dunman, and a body of 150 blue jackets from H.M.S. *Perseus*, and H.M.S. *Rifleman*, under the command of the senior naval officer, the fire was prevented from spreading to the adjoining buildings, which, however, were for some time in the most imminent danger. It is almost a miracle, indeed, that the fire did not consume the whole block of buildings. Luckily there was not a breath of air, and the buildings being new and substantially built of brick with tiled roofs, the fire-engines, four in number, proved capable of preventing the fire from extending, and it was fairly mastered about three o'clock in the morning of the 18th. Messrs. Puttfarcken, Rheiner, and Co. were fully insured in several offices, and the value of the property destroyed has been roughly estimated at 150,000 dols.

The Legislative Council have held two sittings during the fortnight, one on the 17th and one on the 21st Sept. At the first the Prison's Ordinance was passed, and the other proceedings were of a routine character calling for no remark. At the second sitting the Pilotage Bill was read a third time and passed, and after other business had been transacted a question from the Hon. Mr. Scott elicited a surprising revelation from H.E. the Governor regarding the military arrangements for the colony, which has created some sensation and more dissatisfaction. It appears that these settlements are to be garrisoned by two batteries of Royal Artillery, a Madras regiment, and the head quarters wing of the 73rd regiment from Hong Kong. This force is not to furnish, as heretofore, guards for the treasuries, jails, &c., nor to perform any other duty which the Madras regiments stationed here have always done, and we suppose they are therefore intended to be entirely ornamental. A new body of constabulary, mounted (Heaven save to mark !) is proposed to be raised at the expense of the colony, to furnish guards for the jails, &c., and do other dirty work, beneath the dignity of our new gentlemen Madrassee friends to undertake. The colony is also to furnish and keep up barracks for the European troops, stationed here solely for Imperial purposes, and liable to be called away at a moment's notice to China or Japan. These new arrangements, it is estimated, will entail upon the colony a further addition of at least £20,000 to the existing military contribution of £59,300. The home authorities, therefore, if they insist upon them, will be perpetrating a gross breach of faith with the colony. It was distinctly understood when the transfer took place that £59,300 per annum was to cover all the cost of military to the colony for five years, and that barracks required for the accommodation of troops stationed here for Imperial purposes should be paid for out of the Imperial Treasury. It is so distinctly stated in the correspondence which took place heretofore between the War-office, the Lords Commissioners of Her Majesty's Treasury, and the Colonial-office, before the transfer was sanctioned. The "Straits Association" has now some work cut out for them in denouncing and resisting this flagrant piece of treachery. It is intended to call a public meeting to protest against the whole thing.

A meeting of the Executive Council was held on the 15th inst., when a portion of the Order in Council of 16th December, 1867, which directed the levying of a fee of 10 dols. on permits for processions, funerals, marriages, &c., was repealed. Fees on funerals and marriages are abolished, and fees on processions reduced to one rupee. This will allay the discontent of the natives, especially in Penang, on this point.

An abstract of the Revenue and Expenditure of the Colony for the quarter ending 30th June, has been published, showing a surplus revenue of over 20,000 dols. for the quarter, or for the half-year of about 70,000 dols. This will be all required to pay our debts, our Governmevt house, and our new steamer, when it is built.

The quiet of the town has been disturbed on one or two occasions by an attempted revival of Hoey fight, which however were promptly suppressed before they became serious.

PENANG.

The news of the resumption of mail communication has been received here with much satisfaction. Very naturally, however, the inhabitants do not regard it as any favour or concession, but as the restitution of a right that has been unjustly withheld.

Penang is to have a European surveyor from home, an officer said to be much wanted.

Grave apprehensions are entertained of the spread of a disease in the sugar cane which has manifested itself in the north of Province Wellesley. The drainage of the large rice plain in the province between the Mudah and the Juru, 100 square miles in extent, is seriously interfered with by swarms of buffalos and oxen belonging to the natives, let loose in large herds, trampling down embankments as soon as made. Steps are being taken by the Government to abate this nuisance.

The Chinese in Penang are said to be forming themselves into an association for the protection of their rights and interests against the Government. The procession grievance originated this idea, and the discontent arising therefrom has not been abated by a rumour that it is contemplated to forbid the firing of crackers on any occasion or any pretence whatever. This time-honoured custom, so dear to the Chinese heart, is not to be given up without a struggle, and each member of the association is to subscribe 100 dols. to defray all law expenses, for it is intended to have such points submitted to judicial decision.

CHRISTIANITY IN JAPAN.

The *Hiogo News* gives the following translation of an interesting native account of the progress of Christianity near Nagasaki, and of the measures adopted to suppress it, which, it is said, resulted in the deportation of a number of families from that place :—

Since the opening of the port of Nagasaki, the French, amongst the western barbarians, have mainly preached the Roman Catholic religion, and the English and Americans the Protestant religion. In addition to these, there is the Greek religion, the Mahommedan religion, and others, all of which resemble the former, and are as injurious to the State as they are. In O-Ura, at Nagasaki, Roman Catholic and Protestant churches have been built, and the Japanese are secretly induced to join these religions.

The Roman Catholic religion proselytises from the middle down to the lowest classes of the inhabitants. The Protestant religion chiefly proselytises those in a higher position than the middle classes.

The numbers of the Roman Catholic are as follows: In Uracami, near Nagasaki, about 2,000 people; in the territory of Omura, above 150; in the territory of Fercahora, in Hizen, above 150; in Takagama, Shimabura, in Hizen; Amacoma, in Hiogo; Hirado, in Hizen, proselytising is going on, and it is not known exactly how many thousands there are.

On the evening of the 23rd day of the sixth month of last year (July, 1867) the Governor of Nagasaki sent to seize the evil ones, and threw them into prison. The images in the Church which had been erected at Uracami were seized at the same time, and entrusted to the charge of the Mayor of the village; the officers who were sent to apprehend these men brought them all, seventy odd in number, to the Governor's official residence. Six or seven men were left to guard the Mayor's house, but the remainder of the evil band, to the number of several hundred, attacked the place, and repossessed themselves of the images. They also seized two officials and two of the subordinates as hostages, declaring in violent language that they would not give them up unless the prisoners were set at liberty; in consequence of this hundreds of other offenders were left alone and not apprehended.

The people of the next village were all of a resolute disposition, and always observed the principles of loyalty and filial piety, although built in a continuous line with the village of Uracami. When the evil fellows of Uracami were apprehended the officials were very much afraid, and did not like to force an entrance; but the people of Nichi thought now was the time to do their duty, and forced their way amongst the enemy, and did good service.

In Uracami there is a place subject to Amura; that place contained some of the evil band; the authorities of Amura arrested more than a hundred in the commencement of September, and committed them to prison. The evil ones who had been apprehended by the Governor of Nagasaki and cast into prison were quietly summoned by him and remonstrated with on their evil conduct; but they remained obstinate, and gave no signs of repentance; on the contrary, they actually begged that they might be permitted to openly join the Roman Catholic sect.

As the governors and collectors could do nothing with them, on the 14th day of the 8th month the priests from nine temples, seven being of the Swinshion sect and two of the Teashian sect, were summoned to the governor's official residence, and asked if they could suggest plans for bringing back the evil fellows of Uracami. The priests replied that they would give in their answers after mature consideration, and retired, and the following day they sent in their reply, which was to the effect that they would do their best in exhorting these people to change their hearts.

On the 19th day the collector and judges went to Uracami with the priests of the nine temples, and tried to exhort these people, but they were obstinate, and refused to be convinced in the slightest degree, the fact being that as they had not been severely dealt with up to that time the evil bands only increased in their obstinacy.

In the middle of the sixth month the people imprisoned by the Governor of Nagasaki falsely pretended to have repented, and were released from prison, but they collected together again and increased in numbers from day to day, and the affair ended by the village being made responsible for those who had been released from prison. The evil fellows thought they had found a capital opportunity, they took a quantity of money belonging to their church and went secretly to all places, giving it to the people; consequently in a short space of time large additions were made to their number, ten in one place, a hundred in another. The fourth commandment of the evil religion ordains the observance of a day of ease; the Japanese began gradually to keep this day, by which their having entered the sect became apparent. As the Roman Catholic religion has spread so evidently, it behoved those

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of the Protestant doctrine to take measures to increase the circle of their sect. A person called Maria, of one Verbeeck, a priest of Jesus, left her child at the breast and went to China in a steamer; she went as far as Shanghai and Hong Kong, for the purpose of inducing the priests residing there to come with her to Japan.

This is a summary of the doings of the evil ones at Nagasaki. I do not know what may be the state of things at Yokohama and Hakodati, but as there are several priests residing at those places, it is pretty certain they will entice the Japanese gradually.

Hiogo became an open port last winter, and there is no doubt the priests will gradually make their entrance there; and I fear they will soon pour their abominable poison into Osaka and Kioto, but as they have not yet commenced working at those places, I hope that a plan for preventing them will be taken while there is yet time.

As the evil ones of Nagasaki are fully convinced, and are not at all likely to be converted again, they ought to be visited with the severest punishment. But the persons who have been merely drawn in by others will probably repent, if they are exhorted in the proper manner.

In the above I have given an account of the rise and progress of the evil doctrine.

LATEST TELEGRAMS.

(Reuter's Telegrams, Received via Galle, Oct. 20.)

Hong Kong, Oct. 1.—Gray Shirtings, 6½ catty, $2.80. Water Twist, 16-24, $120. Cotton, $17½. Tea at Foochow firmer, and moderate demand. Total export, 101,500,000 lbs. Exchange on London, 4s. 6d.

Shanghai, Sept. 26.—Gray Shirtings, 6½ catty, Taels 2.30. New Cotton, 16 taels. Tea, Black, unchanged; Green easier. Silk, quiet, but prices maintained. No. 3 Tsatlee, 570 taels; total settlements in fortnight, 3,800 bales. Total export to date, 39,250 bales. Exchange on London, 6s. Freights, tea, £2 10s.

Received via Galle, Oct 28.

Singapore, Sept. 25.—A disastrous fire broke out in some warehouse here on the 17th ult. The loss is estimated at $150,000. The owners are fully insured.

Yokohama, Sept. 6.—All Japanese newspapers have been stopped by the Japanese Government. Yedo is again disturbed.

Commercial Report.

CHINA AND JAPAN IMPORTS.

Yokohama.—Cotton Yarn: Some inquiry during the early part of the fortnight, and business done; but market closed quiet. Grey Shirtings: A fair business had been done, and the demand continued. Rates closed firm, with an upward tendency. White Shirtings: Had declined in value and were out of demand. T-Cloths: Nothing doing. Quotations nominal. Spots and Brocades: Nominal and unsaleable. Velvets: Only black saleable; in these a fair business had been done during the fortnight. Other Cotton Goods not inquired for. Woollens: No inquiry for anything but Black Camlets, which had been rather freely saleable at $17.50 to 18. We hear of some fancy Woollen goods having been bartered against Silk-eggs. Cloth: Black had been in large demand, and good business had been done. Blankets: A fair business had been done at quotations Metals: Dull. The current quotations were as follows:—Cotton Yarn: Nos. 16 to 24, $47.50 to 48.50 per picul; 28 to 32, $49 to 50.50; 38 to 42, $48 to 49. Grey Shirtings: 7 lbs., $2.30 to 2.38 per piece; 8.4 to 8.8 lbs., $2.90 to 3.0. White Shirtings, 56 to 60 reed, $2.80. to 3.0; 64 to 66, $3.0 to 3.20; 68 to 72, $3.30 to 3.60; T-Cloths, 6 lbs., $1.90 to 2.0; 6.8 to 7 lbs., $2.10 to 2.30.; Turkey Red Cloth, 24 yards 32 inches, $2.80 to 3.10; Spotted Shirtings: White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Camlets, S., $16 to 17 per piece; S.S., $15 to 15.50; S.S.S., $13 to 14; B.B., $16 to 17; B.B.B., $16 to 17; Cloth, Medium, Good Black, $1 to 2 per yard; inferior, $0.60 to 1; broad, Good, $1.25 to 2; inferior, $0.60 to 0.80; blankets, $0.65 to $0.70. Metals, Iron, Nail Rod, $3 to 3.50 per picul; Hoop, $4.25 to 4.50; Bars, $2.75 to 3.50; Pig, $1.30 to 1.50; Wire, $6.50 to 7; Lead, $7 to 7.75; Tin, $17 to 18; Tin Plates, $8 to 8.50.

Shanghai.—Cottons: There has been rather more doing in Grey Shirtings during the fortnight, the principal business having been transacted by speculators, whose resales had caused a decline in prices. Importers generally had been pretty firm. Sales of 8¼ lbs. Grey Shirtings were reported at Tls. 2.3 to 2.4, the latter quotation being for arrival, or for delivery a month from date. 7 lbs. and 9 10-12 lbs. Grey Shirtings and White Shirtings were dull of sale. T-Cloths of ordinary and common qualities were in rather better demand, although at lower prices. English and American Drills continued in fair request. Fancy Goods generally showed but little improvement. Woollens: Medium and Habit Cloths were dull of sale. Spanish Stripes: A few have found buyers at low prices. Camlets: Sales reported at last mail's quotations. Long Ells were in no inquiry. Lastings: A few had been sold at previous prices. Figured Lustres: Inquiry limited. Metals: There had been some inquiry for Nail Rod Iron at slightly lower rates. Lead had again declined in value, and only very few transactions had taken place. Tin Plates and Steel remained dull of sale. Quicksilver, Tls. 47.5 to 48.5. Coals: Supplies of all kinds had been received since the last report, but the market had been dull during the fortnight, and there was little change in prices generally. Arrivals: From Great Britain, 3,315 tons; America, 1,231 tons; Australia, 1,960 tons; Japan, 543 tons; Formosa, 1,200 tons; total, 8,231 tons, of which 4,371 tons were to order. The quotations, at date of mail's departure, were as follows:—Cotton piece goods: G.E. Grey Shirtings, 38½ yds. 39 in. 7 lbs., per piece, Tls. 2.0.0 to 2.0.3; 8¼ to 8½ lbs., Tls. 2.3.0 to 2.3.8; 9 to 9¾ lbs., Tls. 2.8.0 to 2.3.0; White Shirtings, 40 yds. 36 in. 52 reed, Tls. 1.8.5 to 1.9.0; 56 reed, Tls. 2.0.0 to 2.05; 60 reed, Tls. 2.1.0 to 2.1.5; 64 reed, Tls. 2.3.0 to 2.3.5; 66 to 72 reed, Tls. 2.4.0 to 2.7.5; English Drills, 40 yds., 30 in., 12 to 15 lbs., Tls. 4.3.5 to 4.4.0; T-Cloths, 6 to 7 lbs., 24 yds., 32 in., Tls. 1.6.0 to 2.1.0; 8 to 8.4 lbs., 24 yds., 36 in., Tls. 2.2.5 to 2.4.0; Velvets—Black, 22 in., per yd., Tls. 0.2.0 to 0.2.1½; Blue, 22 in., Tls. 0.2.1. to 0.2.2; Velveteens—Black, 18 in., Tls. 0.1.7 to 0.1.7½; 26 in., Tls. 0.2.6½ to 0.2.7; Woollens and Worsteds: Spanish Stripes, Tls. 0.5.7 to 0.7.5; Medium, Broad, and Habit Cloths, Tls. 1.0.0 to 1.2.5.; Camlets, English, S, 56 yds., 31 in., Tls. 13.0.0 to 13.5.0 per piece; S.S., Tls. 12.5.0 to 13.0.0; SSS. 9.0.0 to 10.0.0; Long Ells, Scarlet, 24 yds. 31 in. 12lbs., Tls. 6.5.0 to 6.6.0; Assorted, Tls. 6.8.0 to 7.0.0. Metals.—Iron: Flat and Round, Tls. 2.4.5 to 2.6.0; Nail Rod, Tls. 2.3.5 to 2.5.0; Hoop, Tls. 2.3.0 to 2.4.0; Pig, Tls. 16.0.0 to 17. Lead: Tls. 5.4.5 to 5.8.5; Tin Plates: Tls. 4.5.0 to 4.6.0; Steel: Tls. 3.7.5 to 4.0.0.

Tientsin.—The country was reported quiet and free from rebels. Merchants were arriving at the port, and a fair business was looked forward to during the autumn months.

Hankow.—A quiet but steady business had been transacted in most descriptions of Piece Goods, Grey Shirtings forming the exception, for which scarcely any inquiry had existed. Grey Shirtings, 8¼ lbs., Tls. 2.3.0 to 2.3.6; White Shirtings, small sales, 56 to 60 reed, Tls. 2.1.0. to 2.2.5; 64 to 66 reed, Tls. 2.3.5 to 2.4.5; T-Cloths, 7 lbs., in fair demand, Tls. 2.0.0 to 2.2.0; 8 lbs. 36 in., Tls. 2.3.5 to 2.4.0; Drills in good request; American, Tls. 4.4.5 to 4.5.5; English, Tls. 4.2.0 to 4.4.5. Fancy Cottons: A retail business was doing in most descriptions. Woollens and Worsteds, Camlets continued to find buyers. SS, good assortments, Tls. 12.5.0 to 13.5.0. Lastings in better inquiry, Tls. 11 to 12.2.0. Long Ells, demand satisfied for the present; HH Scarlet, Tls. 6.7.5 to 6.8.0; good assortments, Tls. 7.2.5 to 7.3.5. Figured Orleans had been inquired for, and prices had advanced to Tls. 3.5.0 to 4.1.0. Metals: Lead no inquiry; nominal quotation, Tls. $6.5.0 per picul.

Foochow.—The only sale reported during the fortnight had been of 1,400 piculs Lead at $8.0 to 9.0.

Canton.—Messrs. Olyphant and Co. report as follows:—"Matting: We do not hear of any considerable contracts having been entered into, nor is it at all likely that an extensive business will be done this season. The manufacturers are fully aware of the state of the New York market, and expecting to do much less business this than in the previous season, in view of which they are buying straw sparingly, and will be very cautious not to make up much stock before they have orders in hand, as they now quite credit the fact that an excessive stock is carried over in New York. Most of the makers have commenced manufacture, but we have not yet been enabled to ascertain what will be their prices. Ginseng: There has been a moderate demand for the root during the past fortnight, though dealers are unwilling to operate, excepting for their immediate requirements, at the prices asked. Extensive sales at Hong Kong continue to interfere with any considerable business in our market. The sales have been 8 barrels Clarified at $235, 5 casks Crude at $162, 1 do. at $190, 6 casks Mixed at $165, and 5 at $172.50, all less 10 per cent."

Hong Kong.—The current quotations were as follows:—Yarn, Nos. 16-24, $122.50 to 130; Nos. 28-32, $142.50 to 150 per bale. Grey Shirti , 7 lbs., $2.53 to 2.55; 8 lbs., $2.70 to 2.75; 8¼ lbs., $2.85 to 2.95 per piece. T-Cloths, 6 to 6.2 lbs., $1.90 to 2.00; 6.5 to 6.8 lbs., $2.10 to 2.15; 7 lbs., $2.25 to 2.65; 7.2 lbs., $2.25 to 2.65; 8 lbs., $2.90 to 3·00; 8.4 lbs., $3.00 to 3.10; 9 to 10 lbs., $3.25 to 3.55; Brocades, White, $2.80 to 2.90; Assorted, $3.90 to 4·00; Spotted Shirtings, White, $2.70 to 2.80; Assorted, $3.70 to 3.80; Turkey Red Shirtings, $2.60 to 2.95. Woollens, Long Ells H Scarlet, $8.70 to 8·80; H Assorted, $8.80 to 9.00; HH Scarlet, $8.80 to 8·90; HH Assorted, $9.00 to 9.20; Spanish Stripes, Scarlet, $0.80 to 0.86 per yard; Assorted, $0.76 to 0.87; Blankets, 10 lb., $5.50 to 6.00 per pair; 7 lbs., $3.80 to 4.00; Iron, Nail Rod, 2.45 to 2.65 per picul; Square, Round, and Flat Bars $2.95 to3.75. The following is from Messrs. Olyphant and Co.'s Circular, dated 17th September:—Cotton Yarn: Considerable parcels of Singapore and Bombay kinds have been received by Chinchew Hongs, and being offered at low figures, and with liberal credit, have attracted buyers. The cheapness of those goods has depreciated the value of English manufacture coming into competition with them, and the latter are quoted $2.50 per bale lower. Of the sales reported, 50 bales Nos. 28 to 32 only are of direct import. Piece Goods: The above remarks apply to these goods as well as to yarn, values being affected by the receipts from Singapore and Bombay, taken in connection with the continued dulness of the markets and scarcity of money. Grey Shirtings, White Shirtings, T-Cloths, and Turkey Reds are saleable with difficulty at a reduction of 5 cents per piece, and then only in small parcels, northern buyers being almost the sole operators. Drills continue to find favour, but the only sale of American has been a few bales of Lyman Mills at a figure much under market rates. Stocks are almost nil. The market has been cleared of Dutch, and almost cleared of English imitations at an advance on last quotations, and sales of Dutch "to arrive" two months hence are reported at $5.05 per piece. Woollens: A sale of 1,000 pieces H Scarlet Long Ells was made at $8.90 during the early part of the interval, but buyers are now unwilling to purchase except at a decline of 20 cents per piece from last quotations, owing to the large stock of this description. Assorted, on the other hand, have advanced 30 cents. Other kinds continue quiet, and are without material change. Camlets are nominally 25 cents lower. Metals: Nail Rod and Hoop Iron have further declined. Bar Iron is steady, and Wire and Steel in fair demand at fully former values. Large sales of Lead have been made at a marked decline. Malacca Tin is wanted at an advance of about a dollar, but Straits is weak. Tin plates are a trifle dearer. Quicksilver is entirely neglected. Coal: Arrivals have been: 933 tons English, 1,300 do. Welsh (to Consumers) and 2,203 do. Sydney (1,503 to Consumers). The only sale has been 700 tons Sydney at $7, establishing a decline of $1 per ton. For English, $10.50 has been offered and refused.

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Gaspar Straits, on the 19th August, passed British ship Burdwan, Shanghai to London.

The British barque Princess of Wales, from London, reports having left the Downs on the 16th May, and experienced in the English Channel light winds, and to the line moderate N E. trades. Crossed the Equator on the 20th June in long. 31 W. ; 38 days out. Had very light S.E. trades and very far to the southward. Passed the meridian of the Cape of Good Hope on the 24th July, in lat. 40½ S. ; 72 days out. In running down the Easting had a gale of wind for three days, during which three of the four starboard chain plates were carried away, besides other articles. Sighted Amsterdam Island on the 9th August, and made Java Head on the 30th August; 109 days out. Passed Anjer on the 1st September, and afterwards up the China Sea had variable weather, latterly accompanied by much rain, until arrival; 123 days out. Spoke outside Sunda Straits the Dutch barque Paradise, Liverpool to Hong Kong, 104 days out; off Java Head, on the 30th August, the British ship Ocean Chief, Liverpool to Shanghai, 98 days out; on the 1st September, in Sunda Straits, the British barque Dilpusund, London to Shanghai, 98 days out; on the 6th September, in lat. 3.23 N., and lon. 108.43 E., the British ship Maiden Queen, Foochow to London, 25 days out.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		To.
Aug. 26	...	Burdwan	...	Shanghai	...	London
,, —	...	Indien	...	Batavia	...	Falmouth
Sept. 1	...	Dunmail	...	Macao	...	London
,, 2	...	Tyburnia	...	London	...	Shanghai
,, —	...	Jason	...	Rotterdam	...	Batavia
,, —	...	Garibaldi	...	Aden	...	Batavia
,, —	...	San Fernando	...	Liverpool	...	Manila
,, —	...	Sainte Croix	...	Cardiff	...	Hong Kong
,, 3	...	MarieLouiseAntionette		Batavia	...	Hamburg
,, —	...	Seawfell	...	Foochow	...	London
,, 4	...	George Avery	...	Manila	...	Orders
,, —	...	Harfruen	...	Cardiff	...	Manila
,, —	...	Suzanna & Elisabeth		Rotterdam	...	Batavia
,, —	...	Kortenser	...	Batavia	...	Rotterdam
,, —	...	Patriot Queen	...	Manila	...	Orders
,, —	...	Agneta	...	Manila	...	London
,, —	...	J. van Schaffelaar	...	Manila	...	
,, —	...	Arica	...	England	...	Hong Kong
,, —	...	Edmund Preston	...	Sarawak	...	London
,, —	...	Joutzen	...	Liverpool	...	Batavia
,, —	...	Charibon	...	Amsterdam	...	Batavia
,, 5	...	Chusan	...	Hamburg	...	Hong Kong
,, —	...	Douglas Castle	...	Shanghai	...	London
,, —	...	Nesutan	...	Manila	...	London
,, 6	...	Cotherstone	...	Cardiff	...	Foochow Foo
,, 7	...	Contest	...	London	...	Yokohama
,, —	...	KronPrinz v.Preussen		London	...	Batavia
,, —	...	Sliedrecht	...	Sunderland	...	Batavia
,, —	...	Dewa Gungadhur	...	Singapore	...	Liverpool
,, —	...	Oscar Vidal	...	Cardiff	...	Hong Kong
,, 8	...	Europa	...	Batavia	...	Amsterdam
,, —	...	Veritas	...	Liverpool	...	Hong Kong
,, —	...	Venezuela	...	Saigon	...	Falmouth
,, —	...	Competitor	...	New York	...	Hong Hong
,, —	...	Banian	...	Liverpool	...	Shanghai
,, —	...	Frederick	...	Liverpool	...	Hong Kong
,, —	...	County of Argyle	...	Glasgow	...	Batavia
,, —	...	La Prime	...	Bordeaux	...	Batavia
,, —	...	Nederland	...	Rotterdam	...	Batavia
,, —	...	Gelderland	...	Sunderland	...	Batavia
,, 9	...	Pieter Adolf	...	Amsterdam	...	Batavia
,, —	...	Polmaise	...	London	...	Shanghai
,, —	...	Evelyn	...	Foochow	...	London
,, —	...	Newcastle	...	Newcastle	...	Shanghai
,, —	...	Sevefin de Billar	...	Hamburg	...	Manila
,, 10	...	Susanna	...	Rotterdam	...	Samarang
,, 11	...	Gesiena	...	Rotterdam	...	Hong Kong
,, —	...	S. van Heel	...	Sunderland	...	Orders
,, 12	...	Alblasserdam	...	Cardiff	...	Batavia
,, —	...	Diana	...	Batavia	...	Rotterdam
,, —	...	B. Bangs	...	Cardiff	...	Shanghai
,, —	...	Iron Queen	...	Singapore	...	Liverpool
,, 13	...	Edith Haviland	...	Whampoa	...	England
,, —	...	La Plata	...	Singapore	...	Liverpool
,, 14	...	Huydecoper	...	Shields	...	Batavia

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer Ceylon, from Southampton on the 31st ult. was, in gold, to Alexandria, £6,000 ; to Galle, £50,263 ; to Bombay, £30,855 ; to Madras, £10,310 ; in silver, to Bombay, £20,000 ; to Calcutta, £25,080 ; to Singapore £12.266 ; to Hong Kong, £36,797 ; to Shanghai, £3,980 ; total in gold, £97,428 ; in silver, £98,123.

SHIPPING.

Arrivals not in the Tables.—Oct. 30, at Plymouth, from Bangkok, Lady Alice; at Liverpool, from Rangoon, Juanita ; 27, at Cuxhaven, from Akyab, Tellus; at Queenstown, from Bassein, Spy ; 29, at Texel, from Sourabaya, Juno; Nov. 1, in the Downs, from Foochow, J. R. Worcester ; from Shanghai, Lennox Castle, White Adder ; at Falmouth, from Rangoon, John N. Cushing ; in the Downs, from Manila, Southern Eagle.

Departures.—Oct. 30, from Penarth, for Singapore, Insulaire; from Bergen, for Hong Kong, Else.

Miscellaneous.—At St. Helena, Sept. 28, Deerfoot, from Foochow, sailed for London ; Challenger, from Hankow, and sailed for London ; Gresham, from Foochow, and sailed for London ; 29, Devana, from Foochow, and sailed for London ; 30, Carmarthenshire, from Hong Kong, and sailed Oct. 2 for Spithead ; Oct. 1, Albert, from Hong Kong, and sailed for Falmouth ; 3, Clarendon, from Batavia, and sailed for Falmouth ; Merchantman, from Penang, and sailed for New York ; Kate Cleather, from Singapore, and sailed for Boston.

Casualties.—The Else, Kaempffer, from Bergen to Hong Kong, arrived at Ramsgate on the 30th October, with the loss of sails, iron work of rudder head loose, and some of the crew disabled.

THE OUTRAGE ON MISSIONARIES AT YANG-CHAU.

The accounts brought by last mail of the wanton ill-usage of the missionaries of the China Inland Mission, at Yang-chau, have been supplemented by the following additional details contained in the letter addressed by Mr. Wm. Thos. Berger to the editor of the *Daily News* :—

"Sir,—The account of the above outrage, published in your issue of the 19th inst., was, in the main, correct, but for the purpose of allaying the fears of the many friends of the missionaries, and of supplying reliable information, I subjoin extracts from their letters received by last mail. The Rev. J. H. Taylor, writing in a boat on August 24, says: —'The events of the past week baffle all description. We are all on the way to Chin-kiang, and are nearly there. Thanks be to God no life has been lost; and, after the experience of Saturday and Sunday, if the loss of our property does not give rise to feelings of joy, it at least appears a very small matter indeed. . . . The house was surrounded by some thousands of rioters—the natives say 20,000, but this is probably a number magnified by their fears. They dug through the walls, burst open doors, and tried in several places to set fire to the premises ; rifled our boxes, drawers, and rooms ; searched and took what they valued from the persons of three of the ladies, &c. All of us are more or less bruised. Mr. Reid has nearly lost an eye, and several teeth. . . . .' From the letters of the other missionaries I gather that the 18th August was actually placarded about the city as the day upon which the house would be attacked, and endeavours made to set it on fire, irrespective of the natives or foreigners in it at the time. These placards contained the grossest libels against the missionaries, and in one of them the name of Jesus was blasphemed in the vilest terms. From about the above date until the 23rd they had been almost in a state of siege, the climax being on the 22nd and 23rd. Miss B. writes :—'We have had to flee from Yang-chau. I cannot stop now to describe the last few days, if indeed they are describable. The next mail must bring you particulars of events. Meanwhile you will join us in praise to God for saving our lives and limbs, and our most valuable property. The rioters sacked every room but one, in which were all our most important papers and the bulk of our money. . . . . We had to escape for our lives by jumping from the roof over the front of the reception hall. But God graciously sustained and saved us. Very earnestly do I desire and plead that He will yet take us back to that city, for His glory's sake.' "

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Barton—On the 20th Oct., at Hampton Court, the wife of Alfred B. Barton, Esq., M.D., of a son.

Bayley—On the 17th Sept., at Point de Galle, Ceylon, the wife of Francis Bayley, Esq., of a son.

Birley—On the 19th Oct., at Whalley Range, Manchester, the wife of Arthur Birley, Esq., of a son.

Evans—On the 30th August, at Hankow, the wife of J. H. Evans, of a son.

Fischer—On the 18th Oct., at 4, Clifton-villas, Camden-road, the wife of Macdowell James Fischer, Esq., of a daughter.

Hazeland—On the 6th Sept., at Hong Kong, the wife of Mr. Hazeland, of a daughter.

Helland—On the 13th Sept., at Hong Kong, Mrs. George J. Helland, of a daughter.

Hose—On the 14th Sept., at Malacca, the wife of the Rev. G. F. Hose, Colonial Chaplain, of a son.

Maclean—On the 15th Oct., at Hong Kong, the wife of G. F. Maclean, Esq., of a son.

Price—On the 8th Sept., at Ningpo, the wife of J. F. Price, Esq., of a daughter.

Sealy—On the 10th Sept., at Bangalore, the wife of A. F. Sealy, Esq., head master of H.H. the Rajah's School, Cochin, of a son.

MARRIAGES.

Carbery—Bertram—On the 10th Sept., at St Lucia's Cathedral, Cottan-China, Colombo, by the Right Rev. H. Sillani, D.D., Bishop of Callonico and Vicar Apostolic of Colombo, Island of Ceylon, assisted by the Revs. P. Direkz and B. Baldoni, Joseph Carbery, M.B.C.M., Colonial Assistant-Surgeon, Kandy, son of R. John Carbery, Esq., of Allahabad, East Indies, to Sarah, daughter of the late Moritz Beral Bertram, of Hackney. No cards.

Carey—Howell.—On the 27th Oct., at Neuchatel, Switzerland, at the Hotel de Ville and at the Church of Serrieres, by the Rev. L. de Bellefontaine, Henry William Carey, of Sutton, Surrey, late of China, third son of James Carey, of Mincing-lane and Tunbridge Wells, to Helen, only surviving daughter of William May Howell, of Carshalton, Surrey.

De St. Croix Bilsland.—At Shanghai, on the 13th Aug., at Trinity Church, by the Rev. C. H. Butcher, M.A., C. W. de St. Croix, Esq., of H.I.M.'s Customs' Service, to Miss Sarah Louisa Bilsland.

Gower—Innes.—On the 15th Oct., at Christ Church, Highbury, by the Rev. W Chapman, William Bleckly Gower, Esq., of Colombo, Ceylon, to Agnes, second daughter of Robert Innes, Esq., 20, Myra-villas, King Henry's-road, Hampstead, formerly of Madeira.

Waller—Willans.—On the 14th Sept., at Singapore, by the Rev. Charles J. Waterhouse, Charles Brown Waller, eldest son of the late George Waller, Esq., R.N., to Amelia Church, eldest daughter of the Hon. W. W. Willans.

DEATHS.

Hockly—On the 31st Aug., at Shanghai, John Minet Hockly, Esq., R.N., Acting Marine Commissioner H.I.M.S., aged 39 years.

Kempson—On the 14th Oct., on board the P. and O. steamship *Massillia* off Marseilles, of dysentery, contracted while serving with his regiment in India, Edward Kempson, Captain H.M.'s 26th Cameronians, second son of the late Rev. W. B. Kempson, of Stoke Lacy, Herefordshire, aged 32.

Maitland—On the 1st Aug., at Shanghai, China, William Nicol, son of John Andrew Maitland, Esq., aged one year and seven months.

Robertson—On the 6th Sept., at Shanghai, Mr. Allen Robertson, of Paisley, Scotland.

Schroder—On the 7th Sept., at Shanghai, Fred. Schroder, a native of Hamburg, aged 33 years.

Servantes—On the 8th Sept., at Hong Kong, William F. G. Servantes, Esq., Assistant Commissary-General, aged 43 years.

Wright—On the 4th Sept., at Yokohama, after a short and painful illness, Captain John Wright, of the steamer *Aryus*, aged 37 years.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *viâ* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra

The London & China Telegraph.

LONDON, MONDAY, NOV. 2, 1868.

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RANGOON AND WESTERN CHINA.

THE collapse of the much-vaunted Bhamò expedition has been followed by a report that seems almost too good to be true, namely, that measures will at once be taken to complete the survey of Captain SPRYE's long neglected route from Rangoon to the frontiers of South-Western China. It will be in the recollection of many of our readers that we were consistent in supporting Captain SPRYE's scheme from its inception, and that we repeatedly urged on the Government the necessity of having his proposed route properly surveyed. Our view of the case was corroborated not only by all those journals competent to deal with the subject, but by oft repeated representations from all the principal Chambers of Commerce. Year after year the indefatigable exertions of Captain SPRYE and his friends proved unavailing; and at last we laid down our pen, feeling that the passive resistance offered by those in authority was too great to be overcome. For a long time we could only sympathise with the gallant explorer in his never ceasing yet always abortive efforts to procure that recognition which in common fairness should have been accorded him; until, with the advent of the present Government, a ray of light seemed to fall on his path. Just twelve months since we announced—with no little satisfaction—that a partial survey of the route, undertaken during Lord CRANBORNE's administration, had been attended with most satisfactory results, and that at least half the distance to be traversed had been found to be perfectly practicable. Yet, we remarked, the Indian Government still seemed inclined to throw difficulties in the way; and this adverse policy has been most stedfastly persevered with. The Indian authorities having a crotchet about Bhamò, determined to suppress Captain SPRYE's route of only 500 miles, in order to send an expedition to Bhamò, which is between 800 and 900 miles from Rangoon. This expedition started from the latter place in December last, and arrived at Mandalay, the capital of Burmah proper, 675 miles by river from Rangoon, on the 8th of January. Leaving Mandalay in a small steamer on the 13th, they reached Bhamò, about 230 miles north of Mandalay, on the 21st of the same month. Bhamò, when reached, proved to be a miserable, ruinous, poverty-stricken place, overgrown with weeds and surrounded by unhealthy swamps; clearly no place for trade. After being detained here several weeks by all sorts of obstacles, the expedition at last managed to push on to Ponsee, a small Kakyan village only forty miles further up; and here, after a very trying detention of two months, unable to move forward for want of baggage cattle, the chief of the expedition, Captain SLADEN, felt it necessary to break up the party and send back the principal portion of it, he himself and Dr. ANDERSON remaining still at Ponsee, with the collected funds of all, for "political inquiries and objects." However successful these political investigations may be it is very certain that as a trade-route this roundabout way is an utter failure. For a time the Indian authorities have succeeded in shelving Captain SPRYE's route in favour of this abortive project of their own; now, it is to be hoped, after such an egregious failure, they will no longer have the face to ignore a project which, as we have already said, receives the support of all persons who are competent to express an opinion about it. We trust we are not premature in congratulating its author on the prospect of a speedy accomplishment of his desires. The remaining portion of the route might easily be examined during the next dry season, and Sir STAFFORD NORTHCOTE should lose no time in ordering the completion of the work so well commenced by Lord CRANBORNE.

THE PACIFIC MAIL LINE.

THE route to and from China and Japan by way of San Francisco seems to be in growing favour with travellers, and we hear of several parties of merchants and others having recently returned home that way. There has been of late a very serious drawback to the comfort of passengers in the overcrowding that has existed on that portion of the line between San Francisco and New York. Passengers for Europe, leaving the Pacific Company's steamers at Aspinwall, escaped a portion of this, but only a portion. It seems that Mr. WEBB, an American shipbuilder, started an opposition line between New York and San Francisco, and the competition thus established reduced the first-class passage from $300 to $100; hence the overcrowding and inferior accommodation complained of. The steamer *Rising Star*, which left New York for Aspinwall on the 1st instant, took somewhere about six hundred passengers for San Francisco, of whom a large number were, as might be expected, of a rather undesirable character to travel with. It seemed to us that if the traffic were sufficient to supply two lines of steamers with such large numbers of passengers, the Pacific Mail Company would have been quite safe in raising their rate to at least double this low figure, and might moreover have done this with increased economy to themselves, as well as greater comfort to their patrons. The better class of travellers would have been glad to pay a higher rate for better accommodation and more select company, and the Pacific Company would have commanded a preference on the part of the wealthy and refined classes, and might have regarded with comparative indifference the struggles of the opposition line to secure, by ruinously low prices, the favour of the great unwashed. The last advices from New York announce, however, that the opposition has been withdrawn—that is run off, we suppose, by the superior power of the Pacific Company—and that the old tariff has consequently been re-established.

We have already expressed surprise at the fact that no mails are made up in this country for transmission to China and Japan by the Pacific route. For Yokohama it is clearly the shortest by several days, while for China, though not superseding the old route, it would be of great use. On representing these facts to the Postal authorities some months since, we were met with an allusion to the irregularity of the Pacific Mail service, which was regarded as an obstacle. At that time, certainly, the monthly departures from San Francisco were not in force; but now that the steamers leave that port regularly on the 2nd or 3rd of each month, and there is a daily mail overland from New York to San Francisco, accomplishing the distance in from twelve to thirteen days, we can really see no reason why a monthly mail should not be made up in London for conveyance that way. We understand the matter is still under the consideration of the Postmaster-General. It may be interesting to note that the rate of postage charged by the overland mail between New York and San Francisco is extremely low—only three cents per half-ounce, and ten cents to China and Japan. Newspapers, however, cannot be sent this way.

A fine new steamer called the *America* is building in New York for this company, to run between San Francisco and Yokohama, and will be ready to sail about February next. She is built of live oak, hacmetac and yellow pine, with diagonal iron bracings, and is in many respects like the *China* and *Great Republic*, though in some way superior to those vessels. Her length will be 380 feet; beam, 48 feet; depth of hold, 31 feet 6 inches. She will have three decks, besides a light "hurricane" deck; thirty state-rooms on the upper deck, capable of comfortably accommodating 90 first-class passengers; a ladies' saloon on the afterpart, and a smoking-room on the forepart of the hurricane deck. Between decks there will be berths for 1,500 steerage passengers. The precautions against fire are worthy of special notice. On the main deck, forward, is a powerful steam-pump, worked independently of the ship's engines by a separate boiler and furnace. From this pump a 4½-inch iron pipe runs the full length of the main and upper decks, having at every 50 feet a discharge-pipe, with 50 feet of hose and a nozzle perma-

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CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The general tone of the Tea Market since the departure of last mail had been quiet, the business done had been moderate, and confined principally to medium to fine grades, some few parcels only of the commoner sorts having been settled. Arrivals had been large, thereby increasing stocks considerably. Settlements for the fortnight were computed to be about 1,800 piculs, made at last quotations; prices at the close, however, were weaker, and were the supplies to continue on the same scale easier rates must be looked for. The Lanercost, for New York, was the only vessel loading. Quotations:—Common, $22 to 23 per picul; Good Common, $24 to 25; Medium, $25 to 26; Good Medium, $28 to 30; Fine, $30 to 35; Finest, $36 to 40; Choice, nominal.

SHANGHAI.—Black: The market had remained firm since the departure of the previous mail, and steady and continuous buying had gone on at quite former prices. The bulk of the purchases consisted of common to medium descriptions. Arrivals from the river ports had been important, and notwithstanding the comparatively large purchases of the fortnight, the stock remained unaltered. Consequent on the nature of information received by telegraph from London, the market closed quiet, but natives continued rather firm in their demands. Settlements for the fortnight, 24,500 chests; reshipments on owners' account, 8,500 chests; stock, 97 chops, or 35,000 packages. Quotations, duty paid, exchange for credits, at 6s. 1¾d. per tael, and freight at £2 15s. per ton. Hohow, common to good, 1s. 0¼d. to 1s. 5¼d.; Oonam, common to good, 1s. 1¼d. to 1s. 5¼d.; Ningchow, common to fair, 1s. 2d. to 1s. 3¾d.; Oopack, fair to good, 1s. 2d. to 1s. 4¼d. Green: Holders had been pretty firm in their demands, and had not readily accepted a decline on former rates. Buyers, however, had not been prepared to purchase finest descriptions at previous extreme prices, and these sorts must be quoted Tls. 1 to 2 lower upon the average. Some irregularity had been shown in purchasing, and some settlements did not show this decline. Medium kinds remained unaltered. The following had been bought:—Teenkai, Tls. 39 to 45; Fychow, Tls. 35 to 38; Pingsuey, Tls. 32 to 39; Shanghai packed, Tls. 28 to 35.5. The market closed steady. Settlements for the fortnight, 22,000 half-chests; re-shipments on owners' account, 1,500 half-chests; stock, 58 chops, or 35,500 half-chests. Quotations, duty paid, exchange, as above, for Fychow and Teenkai Teas, were as follows:—Gunpowder 1s. 8d. to 3s. 8d.; Imperial, 1s. 3d. to 2s. 11d.; Young Hyson, 1s. 2d. to 3s. 1d.; Hyson, 1s. 2d. to 3s. 6d.; Twankay, 9d. to 1s. 7d.

HANKOW.—At one time the market became very quiet, and a decline of about one tael resulted. News of an active market at Shanghai, however, caused a rally, and latest purchases had fully recovered the decline. The Chinese continued to ship their cargo to Shanghai for sale. Quotations were: Oopacks, common to medium, Tls. 14.5 to 17, equal to 1s. 1⅞d. to 1s. 3½d. per lb.; Oonams, common to fair, Tls. 13.2.5 to 15.5, equal to 1s. 1½d. to 1s. 2¼d. per lb. Exports of Tea from January 1, 1868, to September 4, 1868, 39,214,291 lbs; June 1 to September 4, 1868, 38,919,776 lbs.

KIUKIANG.—At this port settlements had amounted to but four chops of Congou. Arrivals of Blacks had been heavier, but the bulk had been shipped to Shanghai. Only five more chops of Greens had come to hand, and of these none had found buyers.

FOOCHOW.—Messrs. Rusden, Phipps, and Co. offer the following remarks:—Congou: Just after the date of our last, common flavoury kinds declined about 1 tael, at which reduction a brisk business has been done, chiefly for the States and Australia. Notwithstanding the large increase of export as compared with last year, buyers still seem inclined to operate for the English market. Souchongs are unchanged. The bulk of the settlements are for the States. Oolongs: A small parcel of 200 half-chests and 208 boxes were reported settled yesterday at Tls. 19 to 25, which prices appear no cheaper. Scented Teas: Few desirable parcels now remain in the market. Settlements reported are—Congou, 34,633 chests, at Tls. 8.8 to 25.8 per picul ship off; Souchong, 4,157 chests, Tls. 19.8 to 32.8; Oolong, 4,200 half-chests, Tls. 23.8 to 27.8; Scented Teas, 3,207 boxes, Tls. 9.5 to 26.8; Flowery Pekoe, 478 chests, Tls. 27.8 to 32.3.

AMOY.—Congous had been in fair demand, and though prices had been very irregular, they exhibited, on the whole, an advance of about $1 per picul. Stock was reduced to 500 packages, with but about 3,500 more to come forward to complete the season's supply. In Oolongs the business done had been small, and prices had declined about $1 to $1½ per picul. The market closed quiet, holders being unwilling to make further concessions, and buyers generally evincing no disposition to operate. A string of 2,300 packages contracts had been settled on private terms, supposed to be about $2½ under market rates, the holder being obliged to realise to cover advances made him.

CANTON.—Moderate purchases had been made during the interval at slightly easier rates, but there was not much doing. The stock of Country Congou had been increased by the addition of one more chop, making it four chops, of which one was sold at Tls. 24.8. Scented kinds had been more freely offered, but the stock consisted principally of very common qualities. The following settlements were reported: Country Congou, 1 chop, at Tls. 24 to 30; Scented Orange Pekoe, 5,000 boxes, at Tls. 16 to 34½; Scented Caper, 7,000 boxes, at Tls. 18 to 26; Canton Gunpowder, 500 boxes, at Tls. 26; Canton Imperial, 1,000 boxes, at Tls. 18 to 22.

SILK.

YOKOHAMA.—The market has been freely supplied, and good qualities had met a ready sale at a further advance in prices; $950 had been freely paid for best Hanks, and up to $980 for superfine. Some large parcels of good Coshu had been taken at $825 to 835. For medium sorts quotations show little change. Fresh settlements were fully 1,100 bales, leaving a stock of about 400 bales. Silkworms' Eggs: Daily supplies showed some further diminution—total estimated at 1,500,000 cards, and of these 1,300,000 have been settled. Best sorts were becoming scarce, and consequently were held for full prices, and even some advance had been paid; the inferior part of the stock was off d at low rates. Quotations were: Best Oshu, $3.75 to 4.30; Good, ditto, $3 to 3.25; Best Sinchu, $3 to 3.75; Good, ditto, $2 to $2.75; Common, $0.50 to 1.50. Bivoltins, of which but few have arrived, sell at $0.50 to 1.50. Quotations for Silk were as follows (all charges paid at exchange, 4s. 8d.):—Mybash, Nos. 1 and 2, 38s. 3d. to 39s. 10d.; Sinchu, Nos. 1, 2, and 3, 35s. 1d. to 37s. 1d.; Nos. 2, 3, and 4, 32s. 4d. to 34s. 4d.; Oshu, medium, 30s. to 31s. 11d.; inferior, 26s. to 28s. 4d.; Coshu, Nos. 1 and 2, 33s. 11d. to 35s. 6d.; medium, 29s. 7d. to 31s. 7d.; inferior, 27s. 7d. to 28s. 9d. All other descriptions nominal.

SHANGHAI.—Mr. Holdsworth's report, dated September 10, offers the following remarks:—During the past fortnight only a moderate business in Silk has been transacted, and settlements are estimated at about 2,500 bales, the greater proportion of which have been purchased at prices showing but little change on those paid last mail; but to-day the Chinamen evince more willingness to meet the demands of the foreigners for lower prices, and the market closes weak, but the decline is not sufficient to lead to much business, for the general idea is that next mail inward will bring adverse telegraphic advices of the home market, and firms are holding off for still lower prices. The arrivals from the interior not having come forward on the same scale as the settlements, the unsold stock is reduced to 5,000 to 6,000 bales, and consists chiefly of the lower grades of silk; chops and good silk being in small proportion. The inferior quality of the arrivals, which are chiefly second crop silks, suggests the probability of our only receiving 45,000 bales for the total export, and there is every reason to suppose it will not exceed that amount. Quotations (all charges paid at exchange 6s. 2d. per tael) were as follows:—Tsatlee, chop No. 1, none; No. 2, 31s. 6d. to 32s. per lb.; No. 3, 30s. 2d. to 31s. 3d. per lb.; No. 3½, 26s. 11d. to 29s. 10d. per lb.; ordinary No. 3½ and chop No. 4, 25s. 4d. to 26s. 5d. per lb.; ordinary No. 4, 23s. 9d. to 25s. 1d. per lb.; No. 5 and common, 19s. 6d. to 21s. 8d. per lb.; Karshing Taysaam, chop No. 1, 25s. 4d. to 26s. 8d. per lb.; No. 2, 23s. 6d. to 24s. 7d. per lb.; No. 3, 21s. 2d. to 22s. 9d. per lb.; Nos. 4, 5, and common, 19s. 1d. to 20s. 2d. per lb.; Chin Cum Taysaam, No. 1, none; No. 2, 20s. 2d. to 21s. 1d. per lb.; No. 3, 19s. 1d. to 19s. 6d. per lb.; No. 4 and common, 18s. 8d. to 18s. 7d. per lb.; Yuenfa and Hainings, chop No. 1, 26s. 11d. to 28s. 6d. per lb.; No. 2, 24s. 10d. to 25s. 7d. per lb.; No. 3, 22s. 9d. to 23s. 8d. per lb; No. 4 and common, 20s. 8d. to 21s. 8d. per lb; Hangchow Tsatlee, 21s. 8d. to 23s. 3d. per lb.

CANTON.—The market had been weak, and rates had continued to fall, especially for market to fine qualities, which were very plentiful; finest descriptions, however, continued scarce and were readily bought, when obtainable, at the reduced quotations. Settlements of re-reels amounted to about 100 boxes for the fortnight; the demand for this kind was slack. The following were the quotations:—Tsatlee, $510 to 535; Loongkong, $500 to 530; Kow-Kong, $450; re-reeled Cumchook, $560.

EXPORT OF TEA AND SILK, SEASON 1868-69.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Aug. 31, 1868	605753	40109266	41291913	...	7898304	89405236	25758
Corresponding period last season	...	31425888	27001299	...	7174064	65601251	1758

Shipments Since;

Sept. 1 per Imperatrice (Fr. ml. str.)	From Shanghai, &c.	...	—	1,613
— 1 ... Juanpore	... Shanghai	...	564,674	
— 1 ... Georges	... Do.	...	636,324	
— 1 .. Valdivia	... Do.	...	535,334	
— 1 ... Pegasus	... Do.	...	633,697	
— 1 ... Janet Ferguson	... Do.	...	784,135	
— 2 ... Helen	... Do.	...	389,680	
— 5 ... Prudhoe	... Do.	...	717,578	
— 6 ... Neville	... Canton	...	825,643	
— 7 .. Jungfrau	... Foochow	...	755,638	
— 8 ... Atma	... Shanghai	...	668,550	
— 8 ... Evelyn Wood	... Do.	...	502,017	
— 18 ... China (ml. str.)	... Do., &c.	...	—	3,445

TO UNITED STATES.

							Pcls.
From June 1 to Aug. 31, 1868	...	...	...	...	...	2120555	310
Corresponding period last season	...	...	...	...	...	733490	157

Shipments Since;

Sept. 2 per Asphodel	From Shanghai	...	353,399
— 10 ... Samuel Russell	... Foochow, &c.	...	678,042
— 10 ... Haveleck	... Do.	...	494,337
— 15 ... Japan	... Hong Kong	...	4,416

TO THE CONTINENT.

							Bales
From June 1 to Aug. 31, 1868	...	...	...	...	...	2097660	—
Corresponding period last season	...	...	...	...	...		—

Shipments Since; None.

TO AUSTRALIA.

From June 1 to Aug. 31, 1868	7,724,104 lbs.
Corresponding period last year	6,328,490

Shipments Since;

Sept. 1 per Sidon	From Foochow	...	315,268
— 1 ... Amoor	... Do.	...	362,187
— 2 .. Amberwitch	... Do.	...	379,653
— 3 ... Condor	... Do.	...	233,303
— 10 ... Meteor	... Do.	...	296,134
— 10 ... Chowfa	... Do.	...	237,370

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EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7 d.	4s. 8d.	4s. 8d.
Shanghai " " ...	6s. 1¼d.	6s. 1¼d.	6s. 1¾d.
Canton " " }	4s. 6¾d.	4s. 7¾d.	4s. 3d.
Hong Kong " " }			
Macao " " }			
Singapore " " ...	4s. 5¼d.	4s. 5¾d.	4s. 6¼d.
Manila " " ...	4s. 2d.	4s. 2¼d.	4s. 2¼d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	307 to 308	231
" Hong Kong	25 dis.	—
Bar silver	111·15	8 prem.
Mexican dollars	74·80	par.

Bons, at Yokohama, 277 to — per 100 dols. At Nagasaki, — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 3; Old, 18 per cent. premium
China Gas Company. par.
Hong Kong and Whampoa Dock, New, 15; Old, 10 per cent. discount.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 275 to 300 dols. premium.
Hotel shares, 55 per cent discount.
Hong Kong and Macao Steamboat Company, 3 to 4 per cent. discount.

The following is from Messrs. Sharp and Co.'s Circular:—Considerable fluctuation has again taken place in Sterling Exchange since the departure of last mail. Some small sales of credit paper were made at 4s. 8d. six months' sight at the commencement of business for this mail. On the 7th inst. the P. M. S. S. *Japan* arrived from San Francisco, but, contrary to expectation, with very little treasure for this port. Rates thereupon immediately advanced, and bank bills were offered at 4s. 8d., and 4s. 8¼d., while 4s. 8¾d. was at one time with difficulty obtainable for first class credits. On the 13th inst. a demand for a few thousand pounds of bank bills had the effect of depressing the market, and banks refused to draw at previous rates. On the 16th advices from Shanghai were received announcing lower rates as ruling there, while at the same time treasure was received at that port to the amount of about $300,000, both of which facts were the cause of effecting a further decline in rates here, and bank bills were placed at 4s. 7d., and first class credits at 4s. 7¾d. At close of business a further decline has been established, the closing rates being 4s. 6¾d. for Bank bills, and 4s. 7¼d. for credits. Tenders for H.M. Treasury bills at thirty-six days have been invited within the last few days, but none appear to have been accepted. The estimated amount of business by the present opportunity is about £2d0,000, say £110,000 Bank bills, and £180,000 private paper, and eight lakhs rupees.

Bullion.—The quotations for Bar Silver and Sycee are quite nominal, no transactions being reported in either.

Shares.—The tightness of the money market, and consequent absence of all speculation, has rendered the share market extremely dull during the fortnight. A few parcels of old bank in the early part of the fortnight changed hands at 18 premium, but there is a little better demand at the present moment, and there are buyers in the market at this rate. Several lots of new have been settled at three premium, but a considerable quantity is still offering at this figure. Old Whampoa Docks are quoted 10 discount, and new 15; the only sale of the fortnight was of a parcel of fourteen new at 20 discount, and ten of these were the next day resold at 15 discount. There is no further demand. Small lots of Hotel are offering at 50 to 55 discount, but there are no buyers. There are sellers of Union Dock at quotations given above. China Traders are in strong demand at $275 to 300 premium. Steamboats are a little firmer, and several small parcels are offering at 3 to 4 discount.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Aug. 25, str. Nile; from Sunderland, 27, Evangeline; from Havre, 26, Lucie; 27, Berthe; from Cardiff, King Phillip; 29, Frank Marion; from Newport, Appelina.

At SHANGHAI.—From London, Aug. 27, Lauderdale, Rollo; from Cardiff, 28, Ocean Empress, Queen's Own, Lord Raglan; from Shields, 28, Crest of the Wave; from Hamburg, 29, Unkel Braesig; from New York, 29, Etha Rickmers.

At HONG KONG.—From London, Sept. 5, John Lidgett; 8, Invincible; 15, Princess of Wales; 17, str. Nymph; from Liverpool, Paradise; from Cardiff, 5, William Wilson; from Hamburg, Dioscuren, Madura; from Antwerp, 6, Mary; from Rotterdam (via Singapore), 9, Hendrika.

At MANILA.—None.

At SINGAPORE.—From London, Sept. 21, Carl Wilhelm; from Cardiff, 14, Nord Brabant; 18, Mary Tatham; from Amsterdam, 16, Singapore.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Aug. 28, Georges; 29 Juanpore, Valdivia, Pegasus, Janet Ferguson; 31, Helen; Sept. 5, Alcoyne; 7, Prudhoe; 10, Atma, Evelyn Wood

From FOOCHOW.—For London, Sept. 8, Jung Frau. For New York, 11, Havelock; 10, Samuel Russell (via Amoy).

From HONG KONG and CANTON.—For London, Sept. 6, Neville; 18, Luzon.

From MANILA.—For London, Sept. 2, Abnegacion; for New York, 4, Mystic Bell.

From SINGAPORE.—For London, Sept. 24, Flora; for Glasgow, Bothwell Castle; for Liverpool, 20, Knighton.

From PENANG.—For London, Sept. 11, Malta.

VESSELS LOADING.

At YOKOHAMA.—For New York, Lanercost.

At SHANGHAI.—For London, Broadwater, Hindostan, John Nicholson, Napoleon III., Pak Wan Rollo, Sir Harry Parkes, Sovereign of India, Stanley Castle, Nile (str.); for New York, Resolute (full), Borealis.

At FOOCHOW.—For London, John Milton, Sooloo, Windermere, Diamond, Ironside, Zingra, Charlgrove; for New York, Camilla (full).

At HONG KONG and CANTON.—For London, Bella, Chetah; for New York, Nellie Hastings.

At MANILA.—For London, Antrim, Champion, Palm Tree; for Liverpool, Robert Pulsford; for Cadiz, A. Lorest Cervantes; for Boston, Bunker Hill.

At SINGAPORE.—For London, Zenobia, Geraint; for Bordeaux, Emile Iram; for New York, Eastern Chief; for Boston, Prince Waldemar.

At PENANG.—For London, R. Fletcher, M. Falconer.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: There is no vessel loading. To New York: £3 13s. to £3 15s. per ton of 40 cubic feet.

At SHANGHAI.—There is less inquiry for tonnage, and rates have declined to £2 10s. per ton of 50 cubic feet; to New York: £3 to £3 10s. per ton of 40 feet.

At FOOCHOW.—To London: £3; to New York, £4 per ton of 40 cubic feet.

At HONG KONG and CANTON.—Vessels on the berth are loading at £3 10s. to £3 15s. per ton; to Yokohama there is a good demand for tonnage at 50 c to per picul; to the coasting ports there is little inquiry.

At MANILA.—The following settlements have been made:—The Spanish barque Juliana has been taken up to load sugar at Yloilo, for Liverpool, at £4 10s. per ton. The Palm Tree takes some 1,502 tons sugar at £3 10s., and fills up with measurement at £4 for London. The Champion was relet at £4 for 100 tons sugar, and £4 10s. for coffee and measurement goods, to London. £3 10s. is offered to the Trinidad for sugar to England, but to present refused. At £3 per ton seeking vessels could find employment. For the United States the Bunker Hill gets $12 gold for hemp.

At SINGAPORE.—Tonnage is abundant; vessels on the home berth are loading at £2 15s. per ton; for coasting purposes there is no inquiry.

At PENANG.—Rates remain unchanged.

SHIPPING REPORTS, &c.

HONG KONG.

The British ship John Lidgett, from London, 16th May, reports having had baffling winds and occasionally gales of wind from the westward in the English Channel, and afterwards towards the line had light baffling winds and very poor N. E. trades. Crossed the Equator on the 20th June, in lon. 26 W.; 35 days out. Experienced very moderate S.E. trades and fine weather to the Cape of Good Hope, the meridian of which was passed on the 16th July in lat. 40 S.; 61 days out. In running down the Easting, experienced strong easterly winds, an unusual circumstance] at that particular time of the year. Westerly winds generally prevailing. Sighted Amsterdam Island on the 1st August, at 3 A.M. Towards Java had light S.E. trades, sighting Java Head on the 16th of August, at 6 A.M.; 92 days out. Passed Anjer the same day at 11 P.M., and was clear of the Straits of Sunda the following morning. Cleared Gaspar Straits on the 18th August, and afterwards up the China sea had light S.W. monsoon and latterly N.E. winds to arrival; 112 days out. Spoke on the 18th August in Gaspar Straits, the North German schooner Mary, from Antwerp to Hong Kong, 106 days.

The North German schooner Mary, from Antwerp, 6th May, reports having had fine weather to the line, which was crossed on the 2nd of June. Had moderate S.E. trades, and fine weather to the Cape of Good Hope, the meridian of which was passed on the 19th July, in lat. 40.42 S. In running down the Easting experienced a strong gale from the N W., during which the ship's boats and jib-boom were lost. Made Java Head on the 15th August; 101 days out. Passed Anjer the following day, and up the China Sea had light winds and calms to arrival; 123 days out.

The North German brig Madura, from Hamburg, 28th April, reports having had bad weather on leaving port, and afterwards fine weather throughout the whole passage. Crossed the line on the 2nd June; 35 days out. Passed the meridian of the Cape of Good Hope on the 6th July; 69 days out. Made Java Head on the 14th August; 110 days out, and passed Anjer on the 15th August, having afterwards, up the China Sea, fine monsoon to the Paracelles, and then light winds and calms to arrival; 130 days out. Spoke on the 16th August, in the Straits of Sunda, the British barque William Turner, bound to Shanghai; 102 days out.

The British ship Invincible, from London, May 12th, reports having had fine weather and light winds to the line, which was crossed on the 18th June in lon. 27½ W. Had light S.E. trades and fine weather to the Cape of Good Hope, the meridian of which was passed on the 15th July in lat. 39½ South. In running down the Easting had fine weather, but a strong gale from the southward which lasted some days. Sighted St. Paul's Island on the 1st August, and in running north had moderate winds. Made Java Head 16th August, and passed Anjer the following day, having up the China Sea light winds to arrival; 118 days out. Spoke on May 29th, in lat. 39.50 N., and 13½ W., the British ship Laurel, from London to Shanghai, 18 days out. In

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two the Pacific Railroads will span the Continent; then there will be several steamship lines across the Pacific Ocean, with telegraphic communication to China and Japan. All this will be only the work of a few years, and when accomplished the vast trade of Eastern Asia will be turned to and across the American Continent. The United States must, in the natural course of events, become the centre of the world, and will control the destiny of China, Japan, and other parts of the Asiatic Continent facing the Pacific Ocean. It will not be, however, by force of arms, but by the power of commerce and ideas. If any conflict should come in the future between any of the great Powers for supremacy or influence over the trade or interests of that part of the world it is more likely to be between Russia and the United States, though the two nations now are so friendly. The destiny of Russia is eastward and ours westward, and we shall meet in time. Russia is continually marching onward in that direction, as we see by her conquests in Bokhara and other parts of Eastern Asia, and by her significant refusal to ratify the treaty made by General von Kaufman with the Emir of Bokhara. But with regard to the jealousy of England relative to our relations and influence with China at the present time or in the immediate future, it will not be wise for her to make a quarrel or to throw herself offensively in our path, for we can seize and hold the Canadas and all the British possessions on this Continent with little difficulty. Then, after doing that and becoming a continental empire, our power and influence would still be as great or greater across the Pacific Ocean and over Eastern Asia.

(NEW YORK TIMES.)

Mr. Burlinghame's Chinese Embassy has not met with the enthusiastic reception from the press and people of England which greeted it in this country. We recognised fully its universal political importance, and were disposed to accept and to welcome it as a favourable sign of great progress in universal civilisation. The English, however, attach little or no importance to the Embassy, condemn as retrogressive the policy which prompted its authorisation, ridicule our "live American" at its head as "a shrewd Yankee with an eye to business and his own emoluments" (forgetting altogether that their own Minister to China urged Mr. Burlinghame and Mr. Brown, an *attache* of the English Legation, to accept their present positions in the interests of civilisation), and generally betray only bad temper and vexation of spirit instead of enthusiasm and hospitality. We imagine that the same ungracious spirit will be displayed on the appearance of the Embassy in France and Russia, for the press and people and the authorities of each of these countries detect in this movement the development of a new Power and a new policy. They can see, too, into phrophetic vision, if they will carefully study the history of the rise and progress of modern civilisation, that this new Power is to become supreme in Asia.

Hitherto England and Russia have been the dominant foreign Powers in Asia, and their supremacy there has been gained and maintained by force of arms. England with her troops and trade, including the infamous opium traffic, has penetrated into India until she has reached the south-western wall of China. Russia has penetrated from Siberia to Samarcand; Bokhara is virtually a Russian dependency; she is already pressing for admission at the north-western gates of China, and only Affghanistan lies between the Russian southern and the Indian northern frontier. Let either penetrate into Affghanistan and they meet, and meeting in that country means either a contest with each other or an alliance for further conquests in another direction. The fear of such a conflict has long troubled the English Viceroys in India; a powerful faction of the English East India House is familiarly known as the "Anti-Russian section;" and the late triumph of the Russians at Samarcand over the Emir of Bokhara far more seriously agitated England than was generally supposed. The English recognise that the Russians are searching for the wealth of the South—not the frozen regions of the North, or the vast deserts of Central Asia, and that their next forward movement will take them into India, where the British are, or into China, where the British wish to be.

The Chinese have a wholesome fear that it is their country which is next to be invaded. They are perfectly familiar with the aggressive policy of England in over-running India, in bombarding Canton and in plundering the Summer Palace of their Emperor at Peking. British traffic at the Five Treaty Ports has tended to deplete rather than to enrich the Chinese treasury, for the imports of China from Great Britain have been nearly double her exports to the same country. This to an agricultural and producing people like the Chinese has the appearance of an aggressive policy in conducting trade as well as in conquering territory. It is the fear that England and Russia, meeting in Central Asia, instead of crossing lances with each other, may turn their combined forces on the Chinese Empire which has actuated the Celestials to form the alliances she is now seeking.

Greater wisdom than we have usually given the Chinese credit for guided them in the selection of the United States as the first and chiefest of these allies. "They builded better than they knew," or than the world generally suspects in that choice. First of all, commercially, America is China's best customer, for our imports from that country have for years past been twenty times as great as our exports thither, and the Chinese believe that this trade may, with the growing facilities of transportation and other increasing advantages, be augmented in like ratio indefinitely. Secondly, the foreign policy of the United States is most in accord with her own; we are not exactly exclusionists—only so far as the Monroe Doctrine means exclusion—but, like China, we have never had an aggressive foreign policy. We are not without great influence in Japan and in the treaty ports; we are practically the nearest neighbour of the Celestials, and, what is most important, we are peacefully inclined. In forming an alliance with America, China morally strengthened her own position at home, and of all other alliances which she has or may form ours will most tend to protect her in her unity.

The English say in her exclusiveness. They maintain that the ultimate aim of the movement is to reclose the treaty ports and expel the Europeans from the seaboard, and they talk grandiloquently of the retrogression of civilisation in that country. But the real fear is the cessation of their profitable trade, the loss of the immense tea revenue of the British Government, and, worst of all, the stop which this alliance must put to the darling schemes of the East India House for larger trade with the interior of China. Their opposition to the treaty as presented and adopted in this country is on this score alone. Russia, too, will object. France, just repulsed in her attempts to get a foothold off the Chinese coast, may play the virtuous part, cry "sour grapes," and readily recognise the Embassy out of spite to England and Russia. Prussia, Austria, all central Europe in fact, not from any great interest in aiding China, but particularly desirous of weakening England and Russia, will adopt the treaty substantially as we have it here. This once effected, China will be as completely protected as moral force can protect her, and Russia and England will be left to dispute over the little bone of Affghanistan, or the big one of India. In either case it will be likely to prove a political version of the "Kilkenny cats."

It is not difficult to believe that the new policy of peace will prove of superior strength to the old one of arms, and that permanent supremacy in the richest empire of the world will eventually belong to the American thus invited. There is no reason why the policy which thus protects China should not enrich America if the incoming administration of General Grant is conducted in its Foreign Department with the wisdom and statesmanship which has characterised our foreign policy in general, and the administration of Southern affairs since the work of reconstruction was given into the hands of the General-in-Chief. The trade of Great Britain with China is ten times our own: in 1866 it amounted to $113,615,640 exports to China, and $73,846,475 imports from the same. With the advantages of the good will of the Chinese, our near approach to their shores and the extension of our facilities for transportation, there is great probability of our absorption of that profitable trade. We are in a position at this time to obtain a much better footing in China than has any other nation. When the English bombarded and seized Canton, they found the people as accessible, socially and commercially, as those of any city in the world; "exclusiveness" proved to be a public policy of the rulers rather than a domestic principle of the people. That policy has been maintained only from fear of foreign interference; the clauses in the new treaty with us retaining control of all internal improvements, &c., are simply diplomatic barriers to this foreign interference in the dread of which the Madarin class who govern China have been educated for ages. But it is not an irrevocable policy. Mr. Burlinghame represented, while in this country, that the Government of China intends to throw the Empire open to trade and emigration when the foreign Powers, which have hitherto forced their trade regulations and consular courts on them by arms, shall have granted to her the same privilege of regulating her internal affairs that is accorded to France, to England, and all independent Powers. This they seek by their new treaty and alliances. It seems destined that America, having gained, through its sustained reputation for a policy of non-intervention in foreign affairs, and an aversion to entangling alliances, the confidence of the Chinese rulers, is now to be instrumental in opening China and its third of the human race to civilisation, and at the same time to enrich itself beyond calculation. Europe may as well recognise that China is no longer a world to be conquered, peace has won there what will prove one of her most renowned victories, and England and Russia may sit down like a couple of disgusted Alexanders, and weep because that world no longer remains to be conquered. In the meantime, do not let American statesmen and merchants forget that the rich reward of our sudden supremacy in Asia yet remains to be gathered.

TRADE WITH WESTERN CHINA.

Captain Richard Sprye, the original promoter of a direct trade-route from Rangoon to Western China, has addressed the following letter on the subject to the Editor of *The Times*:—

"Sir,—My attention having been called to the notice in your Money Article of the 20th of the failure of the survey of the route from Bamau to Tali-foo, for British and Indian trade with the west of China, I solicit permission to remark on an error in it of some import to the commercial public. It states that while the direct route from Rangoon to Kianghung, on the Upper Kamboja river, is only 500 miles in length, the one by Bamau is 800 miles. Now, the Bamau route, to explore which, at a considerable cost, the Government of India suddenly stopped the half completed survey of the direct one, is in length as follows:—From Rangoon by the Irrawadi river to Mandalay, the capital of Burmah proper, 675 miles; from Mandalay, by the same stream to Bamau, 230 miles; making together 905 miles of river carriage. The land distances then are—from Bamau to Santa, air-line, N. 68 E., 72 miles; Santa to Tali-foo, air-line, N. 61 E., 125 miles. Add to these the usual one-third for road variations, and it gives 263 miles of land carriage, and makes the total distance 1,168 miles, instead of 800 only, as stated in *The Times*, and 668 more than the direct route. Some years since I sent to the then Secretary of State for India a full description of this old Bamau caravan route, derived from reliable sources; because, before selecting the direct land route from Rangoon, I necessarily collected and carefully considered all available information, ancient and modern, of every other possible route to the inland western moiety of China from India, even from Simla, on our north-west, to the Isthmus of Kraw, on our south-east frontier; having no individual interest in or preference for any particular one, and seeking only 'the most practicable way' by which for the United Kingdom and India to carry on a regular trade the year through with the extensive, populous, and rich western provinces of China, hitherto shut in from the commercial world.—I have the honour to remain, Sir, your humble servant, "RICHARD SPRYE."

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THE AUSTRIAN EXPEDITION TO THE FAR EAST.

(FROM OUR OWN CORRESPONDENT.)

On the 26th of September Rear-Admiral Baron von Petz, the commander of the expedition, had a private audience of the Emperor to take leave, and returned to Trieste on the following day to superintend the arrangements for the voyage. According to the programme, the mercantile reporters were to arrive at Trieste on the 4th and embark on the 6th inst.; but the fitting out of the vessels at Pola is not yet completed, and according to the latest advices had not arrived at Trieste. Among the reporters Herr Victor Schonberger is appointed for the department of manufactured goods, raw produce, and exports, for which he has qualified himself by studying the usances of trade at Hamburg, Manchester, and other commercial emporiums; Dr. Syrski (for the breeding of silkworms) is zoologist, botanist, and director of the Museum of Natural History at Trieste, and for the last three years has conducted the breeding of silkworms on the estate of Count Czopski, in Volhynia; Dr. Schmucker, for the chemical department, is a Doctor of Chemistry, district chemist, and has practical and theoretical experience of dyeing, printing, and tanning, as well as the manufacture of glass and silk-piece goods, and has visited many countries; Arthur von Skola, for textile industry, has studied technically at Vienna, and practically, in the spinning and weaving departments, in the principal manufacturing towns of South Germany, Switzerland, Belgium, France, and England, and was the Austrian Commissioner for Manufactured Goods at the Paris Exhibition last year; Hermann Hardt, for metals, has worked in the mines in North and South America, and is, therefore, practically acquainted with the different ores, the processes of extracting the metals, and refining and manufacturing them. During the late American civil war Herr Hardt served in the Unionist army, and was present at many of the great battles. All the reporters speak and write fluently English and French, and many of them Italian, besides their own native German. Among the one hundred and forty-three applicants in the German half of the Austrian monarchy was a female cook, who wished for a situation "among the female servants of the expedition." She professed to know how to cook, wash, sew, knit, and perform other domestic duties, including attendance and care of the sick. "She speaks French, and has a great wish to see foreign countries." But in spite of all these advantages her offers of service were declined.

The "Instructions for the civilians appointed to accompany the expedition to Eastern Asia and to embark on board his Imperial Majesty's corvette *Friedrich*," which have just been published for their guidance, lay stress upon the fact that the principal object of the mission is to promote the interests of trade and industry. The Ministerial Councillor, Dr. von Scherzer, who is placed at the head of this department, is authorised to command the services of the reporters, and regulate their proceedings in accordance with his own judgment, and they are bound to execute his orders to the best of their abilities. In other respects they are placed under the Ambassador-Admiral, and for the internal discipline of the ship under the commander of the *Friedrich*. They have each to keep a journal of all events and observations that lie in their departments at all the ports and places where they land, which journals are to be at all times open to the inspection and perusal of their civil chief, and are to be sent to the Minister for Commerce at the expiration of the mission, together with a general report embracing the result of their experiences and proposals for the utilisation of the same for the benefit of Austria.

For the Sovereigns of Siam and Japan several very valuable presents have been prepared and are being shipped, and many industrial establishments, animated with a patriotic desire to make known in those distant regions the various resources of the Empire, have contributed without any charge or expectation of recompense profuse collections of the best and choicest articles they manufacture. Among these disinterested gentlemen may be mentioned Herr Otto von Bauer, at Brunn; Johann and Franz von Liebig, at Reichenberg; Gustav Trenkler, at Prague; and Herr Hartmann at Vienna, who have sent in a brilliant assortment of glassware, manufactures of various descriptions, and meerschaum pipes. Altogether the samples and patterns of Austrian industry fill a hundred and eighty large chests. Hungary sends out her own special reporters, but we just learn that one of them, Herr Julius von Szekats, has at the last moment declined to go out and tendered his resignation.

In order to facilitate the correspondence for the members of the Expedition, notice has been given that letters and bundles of newspapers (the latter not to exceed 3 lbs. each) may be sent in at any time and will be received and forwarded by the first opportunity by the Naval Section of the War-office without any charge for postage. The addresses on the letters must be legibly written in English, or at all events in Roman characters, and contain merely the name of the person and the ship on board which he goes out.

Dr. von Scherzer has arrived at Trieste to superintend the different arrangements connected with the department over which he is appointed to preside; and as soon as the expedition has fairly sailed he himself will proceed by steamer to Egypt, to make himself acquainted by personal observation with the state and prospects of the Suez Canal, in order to take measures for the future utilisation of the undertaking in the interests of Austrian commerce and industry. He will then go on by the overland mail from Suez, and join the expedition either at Point de Galle or Singapore.

BURMAH AND WESTERN CHINA.

(STANDARD.)

A splendid prize seems to be almost within the grasp of our English merchants. The Chambers of Commerce have long been urging the subject on the attention of the Government, and some of our most eminent statesmen—including the present Secretary of State for Foreign Affairs—have admitted the great importance of the question. Two hundred millions of people, in the main civilised and prosperous, are practically cut off from British commerce; yet we have only five hundred miles of territory to traverse in order to reach them, half of the line of route being in the British dominions, and the other half subject to princes who are favourable to the project. Political difficulties in reality there are none, and the physical obstacles are so slight as to be readily conquered by a moderate amount of engineering. We simply want a light description of railroad between one point and the other—little more than a tramway, in fact—and the channel will be at once opened for a trade which would be of immense value both to England and to India, while at the same time certain collateral advantages would be secured the importance of which might appear subsequently. The difficulties which lie in the way and obstruct all these desirable results are neither political, physical, nor even financial. The obstacles are of the pure obstructive character, partly made up of official prejudice, and partly composed of petty interests, which place themselves in antagonism to the general good.

By conquest and by treaty England has so curtailed the once extensive area ruled over by the King of Burmah that this sole block between British India and the Empire of China is considerably narrowed. Between Assam and China the interval is exceedingly small, but it so happens that at this point the enormous mountain ranges, the strongholds of numerous savage tribes, interpose an effectual barrier, in addition to which the distance from the Bay of Bengal renders any approach to China from this quarter valueless as affecting British commerce. It is at the same time very natural that the Assam tea planters should desire to see a route to China opened up somewhere near this region, as they would hope to get Chinese coolies to labour in the plantations, where there is at present a great lack of labourers, the hill tribes disdaining the employment, while the coolies of the Indian plains are not only hard to obtain, but still more difficult to keep. So far there is an influence at work in favour of this northern route to Western China, though the nature of the country really forbids the idea of such an enterprise, except at enormous cost and inconvenience. In conjunction with the Assam planters are the Calcutta merchants, who, as might be expected, are anxious that, if trade be opened with Western China at all, it should flow through their warehouses, and enrich the recognised capital of British India. Calcutta, moreover, knows very well that Rangoon is a rising port, and, to some extent, a competitor for commercial honours. For Western China to be approached by a direct route from Rangoon is little better than heresy in the opinion of a Calcutta Crœsus, however beneficial such a plan might prove to the Indian empire at large. The dominant feeling at Calcutta naturally impresses itself upon the official mind, and the traditions of the bureau are either opposed altogether to the idea of trade across the frontier with Western China, or in favour of a route which shall have nothing to do with Rangoon. There have even been parties, high in station, who have disputed whether Western China was worth dealing with at all, although Lord Elgin had long ago declared its immense importance. It is at the same time notorious that we cannot reach that part of the Celestial Empire except by an inland route. Our ships which enter the Chinese ports are merely touching the outskirts of that vast trade which otherwise would be available for British commerce. In the meantime certain neighbours of ours are by no means disposed to imitate our apathy. France has planted her flag in Cochin-China, and by means of annexations and protectorates is working her way up the Cambodia river. A strongly fortified French port now presents itself on the sea route from Singapore to Hong Kong, and from Calcutta to Shanghai. In the event of hostilities between England and France the latter would be in a position to command the China Seas, we having no settlement between Singapore and Hong Kong. Eight years ago a combined French and Spanish naval expedition sacked and burned the city of Saigon, the inhabitants were driven from the surrounding country, and a French colony was forthwith established. Three years later the whole of ancient Cambodia came under French protection, and in the following year the independent States of Laos were similarly favoured, thus carrying French authority to the frontiers of Tonquin. France thus not only holds all the mouths of the Cambodia river, but also commands the stream itself as far up as the three Siamese Shan States, formerly tributary to Burmah, but which now own a sort of allegiance to the King of Siam. It is said that the King of Burmah would not be altogether displeased if these revolted States were snapped up by France. He himself would lose nothing as the case now stands,

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nently attached and always ready for use. It is intended that water shall be passed through all the pipes and hose once a day, that they may be always in efficient working order, and the crew will be practised at "fire-drill" by sounding a false alarm once in each trip. This last, by the way, is no doubt a very praiseworthy precaution, but the effect on timid passengers will probably be anything but agreeable. Still, so fearful a danger is that of fire at sea, especially among a floating colony such as one of these steamers carries, that it is impossible to be too careful in guarding against it.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, October 28.

Some interesting Parliamentary papers were issued last week. They include a Bill by which it is proposed to abolish the stamp duty now levied on newspapers. The state of our Treasury, however, is not sufficiently favourable to allow of this duty being annihilated without the imposition of an equivalent, it having produced last year a revenue of 710,000f. The Minister proposes to cover this amount partly by increasing the costs of the licenses to sell tobacco, cigars, or wine and spirits. The Minister estimates that this will give a revenue of 500,000f., while to cover the balance of 21,000 Mr. van Bosse proposes to increase the Customs duty on tea by 15f. per 100 lb., so that this import will be subjected to—provided these Bills are passed—a duty of 40f. from the 1st of May, 1869. The Minister states that the consumption of tea has increased so largely in this country that since 1853 the quantity imported has more than doubled. In 1853 the consumption was 726,410 lbs., giving a revenue of 145,282f., and in 1867 1,553,873 lbs., producing 388,468f. This favourable result has been obtained, notwithstanding that the duty was increased in 1863 by 5f. per 100 lbs. The Minister is of opinion that the consumption will not be decreased by the adoption of this measure, and that the revenues of this duty will be augmented by at least 233,000f. I believe this proposal will meet with strong opposition from the merchants, on the ground of being contrary to the principles of free trade.

Mr. E. de Waal, the Minister of the Colonial Department, has laid before the members the documents respecting the Huet scandal. They prove that the ex-Minister Hasselman gave a free passage to Mr. Huet and his family, he being charged with the mission to examine the press law in India. The ex-Minister was of opinion that the press in India was too violent and passionate, and he saw in Mr. Huet the right man to restrain this press. It is quite clear that this motive is only a blind, and that Mr. Hasselman as well as Mr. Huet are compromised. You will remember that the Conservative papers insinuated that the Liberal Ministers of the Colonial Department had given from time to time free passage to persons, not being functionaries of the State. An inquiry has proved that this insinuation was entirely without foundation. Only on two or three occasions has a free passage been given, and then only to natives of India, who could not return without the assistance of the Government.

The negociations between Holland and the Rhine States for a revision of the shipping treaty on the Rhine have been reopened, and have led to a good result. A new treaty will come into force on the 15th of March next.

Rumours have again been set in circulation that a commercial and military treaty had been concluded between France and the Netherlands. I, however, can assure you on the best authority that these rumours are quite unfounded.

According to official returns our national debt has been decreased since 1850 by an amount of f.275.325,525 36c., by which is spared an interest of f.8,435,096 47c.

In our local papers some correspondence has appeared respecting the Rotterdam Bank. It is stated that one of the managers has resigned his post at the bank, which will result in a total standstill of the business in India, and the necessity is urged that the bank should be liquidated at once to secure what can be saved. The last news from Sourabaya has greatly increased the prevailing uneasiness, by the intelligence that one of the largest houses there had stopped payment. The bank is considerably interested in the firm.

Dr. Blanc, the ex-prisoner of Abyssinia, is giving public readings here to relate his adventures in that country.

PRODUCE MARKETS.

COFFEE.—The market became very animated upon the report that in the auction of the Trading Company in November only 78,000 b. will be offered, it being thought that the quantity would be 148,000 b. A lively demand followed, but holders declined to operate even at an advance of ½c. to 1½c. All that was offered of good ordinary Java at 32½c. was sold, and holders now demand 32½c. to 33c. White and yellowish white quality from last auctions are bought at an advance of ½c. to 1c. The transactions include 1,497 b. Java, ex Concurrent, at 34½c.; 2,000 b. Padang, ex Padang Packet, at 37½c. to 38½c.; and 6,000 b. Java and Padang, ex several vessels, 500 b. Padang, ex Pieking, at 33c.; 1,504 b. Java, ex Twee Gezusters, Almelo, and Vice-Admiraal May, at 28½c. to 29½c.; 287 b. Java, ex Maria Adolfina, at 31½c.; 1,250 b. Padang, ex Manilla II., and 1,800 b. Padang, ex Padang Packet, at 37½c.

RAW SUGAR.—The market has shown a firm tendency, so that all parcels offered have been taken at firm prices. The transactions include 769 mats Passaroeang, ex Golden Dream, 652 mats do., ex General Birch, No. 10½, at 29½f.; 398 mats Samarang, ex Glencune, No. 12¾, at 32½f.; 1,318 mats Sourabaya, ex Baltimore, No. 13, at 32½f.; 586 mats Pamaroekan, ex General Birch; 301 mats Japara, No. 14, at 32½f.; 468 mats do., ex Baron van Hardenbroek, at 31f. The prices are now from ¼f. to ½f. under September.

TEA.—The market is firm, but inactive. The cargo per Stinchar, which sailed on the 1st of August from Foo-chow-Foo, is 1,307/4 and 4,350/12 ch. Congou, 319/4 and 2,260/12 ch. Souchon, 286/4 and 282/12 ch. Pecco Souchon.

RICE.—The market closes very dull and inactive.

SPICES.—There is a very animated demand, especially for fine qualities, and improved prices are paid. Nutmegs, No. 1, have realised 86c.; No. 2, 76c.; but holders now decline to operate at these prices. Mace meets also with a good demand for export; 128c. were realised for D, and 119c. for E. Amboina Cloves of the last auction realised 27c.

TOBACCO.—Java Leaves: There has been a good demand, which led to some transactions, viz.:—526 bales Blitar, ex Vooruit; 106 b. Kotta, 1866, ex Herald of the Morning; 1,364 b. A. J. Walter, ex cargo Ternate; 243 b. P. D. W. G., ex Joseph Holmes; 201 b. Blitar, ex County of Lanark; 739 b. Blarcum, 850 b. Kebon Aroem, ex Stad Leiden; 712 b. Cuba, 90 b. J T, ex Bato; and 2,060 b. G P. The stock of Java is 17,328 b., and of Japan 75 b. There is a firm demand for Manila at advanced prices.

HIDES.—Without transactions for East India sorts, holders demanding too high prices.

JAVA INDIGO.—About 100 ch. have changed hands since my last report, and firm prices were paid.

RATTANS.—The Trading Company has offered in auction 7,740 pic., which were all sold, Borneo at f.8.30 to f.9.10, Banjermassing at f.8.20 to f.12.80, Padang at f.10.20 to f.15, Koetie at f.4.30 to f.8.30. The result of this auction was not so good as was anticipated. Only two lots of very fine quality were sold at high rates, and those of inferior quality were sold at very low prices. The private transactions include 200 pic. ex Manila II., 25 pic. ex Sjobroken.

BANCA TIN.—Immediately after the departure of last mail prices showed some decline, but the large demand which resulted thereby caused the market to close very firm. Considerable lots were sold at f.56¾ to 57¼, but now f.58 is paid, Billiton f.56 to ¾.

ARRACK.—By inscription were sold 116 and 50 casks Batavia O. G. L., ex Imperator Alexander II.

SILK.—The Trading Company has announced that on the 28th of October will be offered in auction 241 b. raw Japan and 65 b. do. China, of which the valuation is as follows:—24 b. Ida, f 37 to f.46; 42 b. Sodi, f.30 to f.38; 105 b. Oshio, f.28 to f.43; 24 b. Aechezan, f.25 to f.32; 14 b. Tadsima, f.20 to f.22; 18 b. Mastah, f.24 to f.28; 14 b. Doupions, f.8 to f.9; 65 b. Tsatlee, f.29 to f.31.

MISCELLANEOUS.—Curcuma, 1440 b., ex Æolus, were partly sold at f.12. By inscription was sold 143 pic. indiarubber, 66 pic. Cutch, 20 pic. gum damar, ex Karel, August from Padang.

SHIPPING INTELLIGENCE.

ARRIVALS.—Oct. 16, at Brouwershaven, from Rangoon, Cleopatra; 17, at Brouwershaven, from Batavia, Cornelis Smit.

PASSENGERS INWARD.—Per Cornelis Smit: Mr. Le Rutte and family; per Medea, Mr. G. F. Enger and family, Mr. G. M. Jordens and family, Miss Soetens, and Gerlach.

NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, October 26.

The North German steam corvette *Medusa* is under orders to get ready with the utmost despatch, and sail immediately for China and Japan, to replace the *Vineta*, lately returned from that station. Next spring another corvette will be sent out, and probably some gunboats, to assist in putting down piracy. The *Medusa* is fitting out at Kiel, and Admiral Jachmann has just passed through this city on his way to that port to inspect her before her departure.

The German North Pole Expedition has returned safely from her voyage of discovery in the Arctic Sea, and is now at Bremerhaven. Capt. Koldewey appears to be a very zealous officer, but was baffled in his attempt to reach the North Pole. Off the east coast of Greenland he could not get higher than 75 deg. N. lat. on account of the ice, and sighted Pendulum Island and Cape Bruer-ruys (old Hudson's "Hold-with-Hope"), but for the same reason was unable to land. He, therefore, in accordance with his instructions, directed his course to the north-east, and spent some time in surveying Hinlopen Straits, between the mainland of West Spitzbergen and North-east Land, but was here also unable to get through into clear water. From the summit of Cape Torell he saw the unknown land first seen by a Dutch skipper in 1707, and again in 1861 by the Swedish Exploring Expedition, but never yet reached, so that its nature and extent remain as great a geographical mystery as ever. The *Greenland* (or *Germania*, as she is called in the German accounts) had some difficulty in getting out of the Hinlopen Straits, and then proceeded to the north, but was again stopped by an impenetrable barrier of ice extending on every side but the south. On the 14th of September Captain Koldewey reached his furthest point in 81 deg. 5 min. north latitude, and 16 deg. east longitude, when he was compelled to return, and entered the Fiord of Bergen on the 30th of September, from which port he sailed the 24th of May. He still believes in the possibility of reaching the Pole, but it must be in a screw steamer, and if another expedition is fitted out in the spring, he and his officers have expressed their readiness to serve in it. With regard to the double name of the vessel, as above mentioned, I may here explain that she was built at Bergen, and called the *Greenland*, having the right to sail under the Norwegian flag; but when she was purchased by Dr. Petermann, of Gotha, for the exploring voyage, he gave orders to have her rechristened by the name of the *Germania*, and hoist the North German flag. But, strictly speaking, this was informal, as to

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obtain a German register a vessel must be surveyed and measured in a German port, and there was no time to do this before the expedition sailed from Bergen, where the vessel was fitted out. She is a well-built and handsome-looking craft of eighty tons, cutter rigged, and was strengthened in the bows and sheathed with a skin of iron for half her length, to enable her to withstand the buffets she received from the ice, and of which she bears abundant marks, though still in excellent condition and quite seaworthy. Captain Koldewey has brought home an interesting collection of objects of natural history and geology; among the latter are more than a hundred specimens of the bottom of the Arctic Basin, brought up by the lead in deep-sea soundings. A singular phenomenon was observed on the east coast of Spitzbergen, where the shore was covered for many miles by driftwood, piled up to a height of more than twenty feet, which is the more remarkable as the difference between high and low water is only three feet. They consist chiefly of pines, firs, larches and other coniferous trees, many of them fifteen or twenty feet long, with their branches and roots complete, all in a good state of preservation, and several with signs of having been quite recently thrown up in their present position.

Accounts have also been received from the Swedish scientific expedition, which has been employed this summer in measuring an arc of the circle on Spitbergen. The greater part of the gentlemen engaged in it have returned home, leaving Professor Nordenskiold and one or two others at Amsterdam Island, whence they were about to proceed in the Government steamer *Sofia*, under the command of Lieutenant Von Otter, to as high a latitude as it may be possible to reach, though from the state of the ice in the middle of September there is not much chance of their getting up higher than the German Expedition. They have also brought home some valuable collections of the Fauna and Flora of Spitzbergen, among which are some gigantic bones of an unknown description of crocodile belonging to a period between the coal and the miocene formations; also various specimens of fossil wood of the palm-tree, showing that at a former period the climate of Spitzbergen must have been temperate, if not tropical.

COMMERCIAL.

The coffee market has been very lively, and higher prices are willingly given. In rice there is no alteration to report; there is a fair demand at former rates. Cassia lignea is still very scarce and continues to rise; the demands holds on, and none is now to be had under 14 to 14½ sch. bco. per lb. Flores is also in request at 18 sch. bco., which figure has been paid. Pepper commands more attention, but is not higher. In teas the finest sorts of Moning Congou of the new crop are in great demand and high prices paid; the same may be said of ordinary middling to good middling Pecco. Spelter is neglected, and there are no transactions to report; the nominal price is 13 marks 10 sch. bco. in loco. and 13.7 for spring delivery, sellers Two millions of marks banco in silver bars have been withdrawn from the Bank, in consequence of which the money market is not quite so easy as it was. Good paper can however be easily discounted at 2 per cent.

SHIPPING.

ARRIVED.—Royal Tar, from Bombay (3,662 bales cotton); James Wishart, from Saigon (not yet reported).

SAILED.—Ino. for Bangkok; Voladora, from Manila; Nordens Dronning, for Rangoon; Ceres, to Hong Kong.

ARRIVALS AT BREMERHAVEN.—Spitfire, from Saigon (11,900 bags rice); Blaisdell, from Rangoon (8,800 b. rice); Velocity, from Abyab (8,500 b. rice); Energie, from Akyab (9,600 b. rice); Georg, from Rangoon (12,257 b. rice); William and Anna, from Akyab (7,000 b. rice); Asia, from Rangoon (10,550 b. rice); Helen Wallace, from Bombay (2,829 b. cotton); Robert Boak, from Rangoon (9,546 b. rice); Scharnhorst, from Bombay, and Canvas Back, from Rangoon (cargoes not yet reported).

UNITED STATES.

NEW YORK COMMERCIAL ADVICES.

The following is a copy of Messrs. Beebe and Brothers' Tea Circular, dated Oct. 8, 1868:—

"In resuming our reports of the tea market we have now to note continued activity in the demand for Greens during the week following the date of our last, resulting in sales to the extent of 14,000 half-chests, including about 6,000 half-chests ex Annie Braginton, to arrive from Canada. Extreme prices have been realised for the lower grades, without, however, advancing the quotable value of chops, except those including an excess of cargo kinds. At the close there is less animation, owing to the paucity of stock in the hands of importers and the usual reaction of our market after a period of more than ordinary activity. In Japans business has been small, 1,900 half-chests covering the amount of sales from first hands since our last; this description of tea is in moderate stock, and finally held at old quotations. For Oolongs the demand is limited and market weak at current rates. The supply is large for the season, much of it undesirable, and the trade disinclined to buy in advance of actual wants except at lower prices. The sales from first hands since the 25th ult. were 4,300 half-chests, mainly of fair cargo. Amoy kinds at 52c. to 53c. duty paid."

RAW SILK.—The market has been very inactive during the past month, sympathising with the dulness of the London market. Extra fine stock has been most in demand; the high cost of new Silk renders holders firm. We quote jobbing prices:—

Re-Reeled Canton, Nos. 1 and 2	... ...	$8 50	to $8 75
Do. do. Extra	... ...	9 25	to 10 0
Do. Teatlee do.	... ...	12 25	to 13 0
Usual Reel do. Nos. 1 and 3	... ...	11 25	to 11 75
Do. Taysaam, Nos. 1 and 2	... ...	9 25	to 10 50
Do. do. Nos. 3 and 4	... ...	8 50	to 9 0
Japans, Maibash, Medium, & Superior	...	12 0	to 13 75
Japan, Oshu, and Coshiu, Nos. 1 and 2	...	$10 50	to $12 50
Do. Ida and Sodai do.	...	11 50	to 13 0
Do. Etchesan Nos. 1 and 3	...	9 0	to 11 50
Do. Other sorts no stock, and nominal.			
Italian Organzine		25 0	to 26 0

We extract the following from the Circular of Messrs. Rowland and Johnson, Oct. 5:—Trade has been exceedingly dull during the past month.

STRAW HATS AND BRAID.—100 cases Mottled Braid sold at 50c. per piece. A small lot of extra fine White Canton Braid sold at a high price. Mottled Hats and White Braid will be wanted next season.

PALM LEAF FANS.—No sales; stock reduced; held at $3¼.

MATTING.—No sales; heavy stock.

FIRE CRACKERS.—Moderate stock; held at $1 25c. gold in bond; no sales.

PRESERVED GINGER.—Moderate stock; no sales.

BULLION TO CHINA FROM SAN FRANCISCO.

	1866.	1867.	Jan. 1 to June 30, 1868.
Gold ...	... $2,587,970	... $4,371 160	... } No distinction.
Silver ...	... 3,946.114	... 5,468,370	... }
Total ...	... $6,533,084	... $9,039 530	... $2,025,658

Shipments since:—

July 3	... $464,000	
August 3...	... 878.000	
September 2	886,000	
		$2,228,000
Total for nine months, 1868		$4,253,658

THE AMERICAN PRESS ON BRITISH RELATIONS WITH CHINA.

(NEW YORK HERALD.)

Although the Chinese Embassy seems to have a quiet time in London, and though no official action with regard to the object of the mission has been taken, as far as we know, the British Press continues to growl in a piteous and jealous manner. This is shown in a long, carefully studied and laboured article in the London *Times*.

There are two things relative to this Embassy and the policy it has inaugurated which are particularly obnoxious—namely, the appointment of an American citizen by the Chinese Government as chief Ambassador in this, the most important mission that ever left the Empire, and the supplementary treaty which has first been made with the United States, that reverses the long established and dearly cherished British policy in the East and towards China. The article referred to—and that, it may be said, represents pretty correctly the sentiments of all the old India and China merchants, as well as of a large party in England—takes a review of the treaty relations all through between Great Britain and the Chinese Empire, and shows clearly that the uniform policy of the British has been one of force—a gunpowder policy—and that China has invariably been whipped into submission. Yet, strange to say, after recounting all this history of coercion by brute force, and of treating the Chinese, like all the other Asiatics, as having no national rights which Europeans were bound to respect, we are naïvely told that England has been wonderfully forbearing and kind. More than that, this is urged as a reason why the Chinese Government ought not to have treated England so coldly in preferring an American instead of an Englishman for its envoy, and in making a treaty first with the United States. What ingratitude for the leniency, disinterestedness, and humanity of the British!

But the Chinese did not view the matter in that light. They had a vivid remembrance of British dictation in their own affairs, of British assumption, of British cannon and of the whole conduct of the British in subjugating a large portion of Asia. They have never ceased to fear (and not without reason) that the fate of India might be their fate and that the English policy of aggression step by step upon their soil and national rights was intended to produce ultimately the same result as had been produced in Hindostan. They have fully understood that the caresses of the British lion are dangerous and end in the victim being devoured. Both their own history and that of India taught them to doubt the English and to look elsewhere for friends. Casting their eyes over the Pacific Ocean they saw a mighty nation which did not want to make conquests in Asia, which respected the principles of national independence, of self-government and the integrity of nations. They saw, too, that this country was comparatively a near neighbour, and that in its rapid progress it must soon have the largest commercial relations with themselves. California had already stretched out her hand to China, and a steamship line connected the two continents. The Chinese are a sagacious people, and they could not help seeing that the future relations with America must be of the widest and most important character. What more natural, then, under all these circumstances, than that the Government at Peking should seek the friendship of the United States? What more natural than that it should offer the high position of Ambassador to Mr. Burlinghame, an American citizen who, as Minister from his own country, had shown great ability and the best disposition toward China? Under the circumstances it was necessary to take an American or a European for the mission, there being no Chinaman sufficiently instructed in such matters abroad. Had Sir Frederick Bruce, the former British Minister, been in China at the time he might have been offered the honour; for he, like Mr. Burlinghame, was a friend of China and favoured the new policy respecting the national rights of the Chinese and the integrity of their great Empire. We say, then, it was natural that Mr. Burlinghame should be offered the position of Envoy, and that he should come here first to make a treaty. This jealousy on the part of the British with regard to America is as puerile as it is futile. The destiny of this country with regard to its power and commerce on and across the Pacific cannot be arrested by Great Britain or any other nation. We shall march with giant strides to fulfil that destiny, and though England has at present by far the largest trade with China it will not be long before we shall occupy that position. In a year or

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and his royal friend at Bangkok would be deprived of the pleasant morsel which dropped into his mouth during troublous times a few years ago.

In these and other ways French influence is extending, until there is danger that the direct route from Rangoon to Western China will be intercepted by French territory, thereby closing to our merchants the golden gate which, for the present, stands so temptingly open. The British possessions in Pegu extend very nearly to 20 degs. north latitude. The north-east corner lies not far from the Chinese caravan route from Esmok, and is about 250 miles from Rangoon. Starting from this north-east angle of Pegu, another 250 miles or thereabouts conducts to the city of Kiang-hung, the capital of that Shan State, situated on the right bank of the Upper Cambodia, where the river is at all times navigable. The whole of the route from Pegu lies through territories of Shan Princes tributary to the King of Burmah, but who, while loyal to their sovereign, have expressed themselves most favourable to the extension of British commerce. As for the King of Burmah, this ruler has given ample proof of his concurrence. At the close of last year, when it was announced that the British Government were about to survey the line from Pegue to Kiang-hung, the King immediately issued a Royal mandate requiring that every facility should be given to the surveying party, in addition to which his Majesty sent a guard of fifty soldiers to meet and escort the expedition. The Burmese bodyguard waited on the frontier for three months, and then returned to the Royal palace at Mandelay. Calcutta influence was at work. The survey which had been commenced under the auspices of Lord Cranborne was abruptly broken off; and instead of the direct route being pursued, orders were given by Sir John Lawrence for the survey of another route, proceeding by the Irawadee through the Burman capital to Bamau. It is true that this route starts from Rangoon; but as a means of opening up to England and India the commerce of Western China, it must for ever remain perfectly useless. There are real political difficulties in the way here, as well as those that are physical. The King of Burmah has no objection to our passing across a remote corner of his empire, like that where the south-eastern Shan States are situated; but, in common with his Ministers of State, he unquestionably views with apprehension—though he may strive to conceal the feeling—the prospect of our commerce being carried through the heart of his empire and under the very walls of his capital. But if his Majesty were ever so willing, there are certain physical obstacles, permanent and decisive. From Rangoon to Bamau is at least 900 miles, while from Rangoon to Kiang-hung (where the Chinese are ready to meet us) is only 500. Neither is Bamau the end of the longer route. Arrived at that point, enormous mountains have to be crossed, where only strings of mules can be expected to go; and, when the passage over the frontier is accomplished, the entry into China is made in a mountainous and unsuitable part. The attempt to survey the ground from Bamau into China has just been made, and has signally failed. If success were to attend it, even in the faintest degree, the chances are that the project would then develop itself into something altogether different from that which now appears. It would be proposed that a line should be carried from Calcutta by way of Dacca, Munnepore, and the north of Burmah proper, to Bamau, and thence into China. Yet to think of constructing a railway, or even making a decent road, across such a mountainous region, infested with barbarous tribes, is pronounced by those who know anything of the country as utterly absurd. Intercourse there might be during the dry season, but certainly not commerce, and above all not British commerce. The Chinese armies, when invading India, have never attempted to cross by this route, and we may be sure that they knew whether or not it was practicable. The engineer of the recent expedition has of course sent in his report to the Government, and it is well known that although the document is as mildly drawn as possible, yet it admits enough of the facts to show that the Bamau route is in every sense ineligible for the great purpose which it ought to serve, if it serves any at all. On the other hand, the route from Pegu to Kiang-hung has hitherto stood the test of every inquiry, and there seems to be no doubt it is the route above all others which will give to British interests that position which is requisite alike to the progress of our commerce and the security of our possessions.

LITERATURE.

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Tables showing the Length in Feet of a Degree, Minute, and Second of Latitude and Longitude, with the corresponding number of Statute Miles in each Degree of Latitude; and the Number of Minutes of Latitude or Nautic Miles contained in a Degree of Longitude under each Parallel of Latitude, for every Ten Minutes of the Quadrant. By R. C. Carrington, F.R.G.S., of the Hydrographic Department of the Admiralty, Whitehall. London: J. D. Potter, 31, Poultry.—The title of these tables (which are an extension of the Ordnance Geodetical Tables) explains their value as well as anything we can write. Nautical surveyors—for the proportionate length of the longitude to any latitude, and for the exact measurement in feet of the minute of latitude—will find them extremely useful. Chart and map projectors will be saved much time and trouble, as for large scale projections the columns showing the lengths in feet of the minutes of latitude and longitude, could be used, while the proportion of nautic miles to the degree of longitude could be adopted for small scales. The tables are carefully executed and well printed in the old type.

COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST (IN LIQUIDATION).

A meeting of the creditors of this undertaking, convened by the Creditors' Committee, was held on the 20th. inst., at the Guildhall Tavern. The Lord Mayor occupied the chair.

The report of the committee, which was taken as read, states, with regard to the pending litigation, that they have endeavoured to ascertain in what possible way it can benefit either the shareholders of the corporation or the creditors, who are admittedly such, and that the conclusion they have arrived at is, that its only result can be to diminish by legal and other expenses the assets, which, with the amount estimated to be realised from the uncalled capital of £15 per share, are not now sufficient to pay the debts. Hence the effect of continuing the litigation must, so far as the shareholders are concerned, result in calling up the whole £15 per share at once, and, as regards the creditors, in preventing them from receiving a further dividend for an indefinite period. The committee think this is eminently a case for some concession on both sides, and that the shareholders should voluntarily assist the creditors to arrive at some basis upon which it could be settled without further contention. The present debts ranking for dividend are about £2,538,000, and the balance now due thereon is about £1,213,000, while the total assets available for immediate division would be £710,000, which would pay the 10s. in the pound to those creditors who have not yet received the first dividend, and a further dividend of about 5s. 9d. in the pound to all creditors, 4s. of which could be distributed almost immediately, and the balance, allowing time for collecting and completing arrangements, in about six months. After paying the 5s. 9d. there would remain a balance of debt of about £515,000. The remaining assets, carefully managed, would probably yield further dividends of about 2s. to 2s. 3d. in the pound on the original debts, but this latter result would necessarily occupy time.

Mr. Macnair moved, "That this meeting, having duly considered the statement submitted to them by the committee, and being satisfied that the pending litigation between the old and new shareholders will, if continued, keep their affairs open for an indefinite period, while the expenses must come out of the funds of the estate in which the creditors are solely interested (as in no event can the shareholders, even if successful in their litigation, get back anything after payment up of the full liability on their shares), are of opinion that it is to the interest of the creditors to agree to a fair compromise, based upon a speedy payment of a sum of not less than 17s. 6d. in the pound on their debts, without interest; and that it be referred back to the same committee (with power to add to their number) to take all such steps as may be necessary or proper to give effect to this resolution."

Mr. Lawrence seconded the motion.

Mr. Holyland thought that if a committee were appointed it should have power to accept 17s., as that might be obtained out of the old call.

Several creditors expressed an opinion that it was very unusual for creditors to propose a compromise to shareholders.

The resolution was, after some discussion, carried unanimously.

Captain Ingledue moved, "That in the event of no compromise being come to the committee be requested to take all necessary steps to press on the legal proceedings between the old and new shareholders, and otherwise to act in the matter as they may be advised, in order to bring about as speedy a winding-up of the affairs as may be practicable under such circumstances."

The resolution was seconded and carried.

The following resolution was also adopted:—"That the committee be requested to support the application for a call of the full amount of the uncalled liability on the shares, to come on before the Right Hon. the Master of the Rolls on the 30th inst., and to press for the speedy enforcement thereof, unless terms of compromise satisfactory to the committee and liquidators, or other representatives of the shareholders, as suggested by the preceding resolutions, be offered."

A subscription of a farthing in the pound upon the debt having been decided upon to meet the expenses of the committee,

The proceedings were brought to a close with a vote of thanks to the chairman.

INVESTMENTS IN CEYLON.

A Ceylon merchant writes as follows to the Editor of the *Money Market Review*:—

"Sir,—Permit me to draw the attention of capitalists in England to the very favourable opportunity there is at present for remittances to Ceylon for purposes of investment, by the shipment of *British sovereigns* overland, which command a premium of *seven per cent.*, and will very probably continue to be readily saleable at that figure for some months to come. The freight and insurance charges do not exceed 2½ per cent., I believe.

"Those who like low interest can obtain 5 per cent. per annum by depositing their money either with the Oriental Bank or the Bank of Madras in Colombo, and 6 per cent. from the Chartered Mercantile; while those who prefer higher rates will be able to command from 7 to 10 per cent. by lending out upon the primary mortgage of house property. For the latter purpose a good agent is necessary; but one can easily be found among the respectable mercantile firms here. The system of registration is all that can be desired, and with ordinary care no loss need be incurred; for the Government Savings Bank and Loan Board, which lend out all their means to the public on the security of house property, have never lost any amount worth mentioning.

"It should not be overlooked, that while exchange is favourable for remittances *to* Ceylon, it is against remittances *from* Ceylon. Investors, therefore, must be prepared to wait for a favourable opportunity (by the turn of the exchanges), both for the receipt of interest as well as for the return of their capital when they withdraw it from the colony."

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CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

The interim or half-yearly meeting of the shareholders of the Chartered Bank of India, Australia, and China was held at the London Tavern, on the 21st inst., under the presidency of Mr. T. A. MITCHELL, M.P.

The notice calling the meeting having been read,

The CHAIRMAN said on that occasion the board of directors had to confine itself to one resolution. It was simply a half-yearly meeting for the purpose of declaring an interim dividend, and no accounts or report were submitted. The resolution he had to propose would no doubt suggest itself to the shareholders, as it had been foreshadowed in the notices published in the City article of the *Morning Post*, *Times*, *Daily News*, and other daily papers, in accordance with a wish expressed by a shareholder at a former meeting, that so soon as the board decided upon the dividend a notification of the amount proposed should be forwarded to all the papers for publication. The board of directors had gone most carefully into the accounts, and examined the position of the bank very closely, and rose from the inspection with much gratification and renewed confidence in the bank. They were able, after a rigid inspection of the books and accounts, to declare a dividend for the half-year at the rate of 6 per cent. per annum, free of income-tax. He considered he might fairly congratulate the shareholders upon those results, and the general position of the bank, after it had passed through three years of the most unexampled panic in the East—having done so with capital intact and credit unimpaired, and that, too, while paying an honestly earned dividend of 5 per cent. The board were now in a position to increase the dividend 1 per cent. They might have proposed a higher rate of dividend, but the board thought that it would be right to begin to rebuild that which had been trenched upon, and that which they had promised to reinstate at the earliest possible moment—namely, the reserve fund. There were two essentials necessary for a bank to continue prosperous—they were credit and the reserve fund. The bank had its capital intact at the close of a crisis which had wrecked many similar institutions, and its credit had never suffered; but to meet contingencies the reserve fund had been drawn upon; and the board, finding they had done a good business, had, whilst increasing the dividend 1 per cent, borne in mind the impaired reserve fund of the bank, and though it was impossible for him to give the exact figures at that time, yet he was at liberty to say that the board had amply provided for everything; and at the close of the year, when the accounts of the twelve months came under consideration, the board would be able to recommend a very handsome addition to the reserve fund out of the profits of the year. The bank was doing a sound business, and he was very happy to say that the directors had nothing of an unpleasant nature to communicate to the shareholders. A certain number of the old bad debts were still outstanding, but he was glad to be in a position to say that they were being gradually diminished both in number and amount. The amount, looked at and compared with the bank's capital and the securities held, was a mere trifle. The board had gone through the bad debts again, and found that their former estimates of loss were correct in the main, there being now only a few hundreds difference, and those few hundreds, he was happy to inform the shareholders, were in favour of the bank; so that if the board of directors had erred at all they had erred on the right side, and could not be accused by business men of being too sanguine and looking at things in too rosy a tint in a time of depression; but, on the contrary, they had been prepared for the very worst. To that general rule there could be, and was only one exception. This bank was a creditor of a large corporation—the Commercial Bank of India and the East—which had gone into liquidation, and was found to be a very complicated affair. The liquidators had already paid 10s. in the pound, and had got something further in hand to distribute; but, unfortunately, there were two classes of shareholders in the corporation—namely, the old and new—and these two bodies had been litigating one with another, to the damage of their mutual interests and the advantage of none but the lawyers. That asset the directors had put down as being worth 20s. in the pound, and if it did not realise that it would be the exception to the rule, but the board still thought their valuation of that asset the correct one. In conclusion, he had only to congratulate the shareholders upon the improved dividend, the improved business, and—he would not say improved credit of the bank, for that had never been impaired, but improved position of the bank generally, and finish by moving the declaration of a dividend for the half-year at the rate of 6 per cent. per annum, free of income-tax, and announce his readiness to afford any further information which the shareholders might require.

Mr. JONES briefly seconded the motion.

Captain F. GARRATT asked whether there would in future be any objection to stating in the circulars the amount of dividend to be declared

The CHAIRMAN said there would be no objection to give in the circulars the information the hon. shareholder wished prior to the interim meeting.

In reply to further questions,

The CHAIRMAN said the directors, whilst building up the reserve fund, would not, in their anxiety do so, sacrifice the interest of the present for the benefit of posterity.

The motion was unanimously agreed to, and the customary compliments having been paid to the chairman, directors, managers, and staff, the proceedings were brought to a close.

Monetary and Commercial.

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A meeting was held on the 22nd of the Oriental Bank Corporation, when an interim dividend of £1 10s. per share was declared for the half-year ended June last, free of income-tax, being at the rate of 12 per cent. per annum. The net profits for the period named reached £102,569.

At a special general meeting of the Chartered Bank of India, Australia, and China, an interim dividend of 6 per cent. per annum was declared for the half-year ending the 30th of June last. The chairman, Mr. Mitchell, M.P., took occasion to announce that, notwithstanding the long-continued crisis in the East, the capital of the bank remained intact; that there was a prospect of improving dividends; that the reserve fund was to be revived, and that a considerable balance had been carried forward after providing for the 6 per cent. dividend on the half-year.

A meeting was held on the 20th inst. of the creditors of the Commercial Bank Corporation of India and the East, when the committee was instructed to endeavour to effect a compromise with the shareholders. It was also resolved to accept a sum of not less than 17s. 6d. in the pound without interest, to be paid within a certain time, to be hereafter fixed; and in the event of the shareholders declining to accede to this arrangement, it was determined to enforce all claims in full, and to support the application for a call of the whole liability on the shares, to be heard before the Master of the Rolls on the 30th inst. A full report of the proceedings will be found in another column.

A meeting of the creditors of Messrs. Salavy and Co., merchants, of London and Marseilles, chiefly in the silk trade who failed on the 5th inst., was held on the 21st inst., when a statement submitted by Messrs. Lovering and Minton, the accountants, showed liabilities (in addition to £60,274 to secured creditors) amounting to £22,940, besides commitments of £25,344 on bills under discount, of which latter £14,664 are expected to rank on the estate. To meet these the assets, even under the most favourable estimate, amount only to £8,228. After some discussion it was resolved to appoint a committee of three of the principal creditors to institute a close investigation, and to report to a future meeting.

The commission appointed by the Legislative Council of India to inquire into the failure of the Bank of Bombay has arrived in this country, and the inquiry will be resumed forthwith at the India Office. Under an Act passed in the last session of Parliament the commissioners are empowered to examine the witnesses in this country on oath. The general object of the inquiry is to ascertain the liability or otherwise of the Government of Bombay, through the directors officially appointed, to the shareholders for their losses, and it is expected to occupy some time. Several witnesses of high position will be examined, and among others Sir Bartle Frere. The Government and the shareholders will be alike represented by counsel—the former by the Attorney-General, while Mr. Vernon Harcourt, Q.C., has been specially retained to lead for the shareholders.

The Crown Agents for the Colonies lately announced their intention to receive tenders on every succeeding Thursday, commencing with the 22nd inst., until further notice, for bills of exchange on the Government of Ceylon. At the first biddings, which took place on the 22nd, 250,000 rupees were disposed of; the minimum was fixed at 1s. 11d., and the whole amount was taken above that rate.

The biddings for bills on India took place on the 21st, at the Bank of England. The amounts allotted were:—To Calcutta, Rs. 18,80,000, and to Madras, Rs. 1,20,000. The minimum price was fixed as before, viz., at 1s. 10⅛d. on both Presidencies. Tenders at 1s. 11⅛d. will receive about 30 per cent.; those above will be allotted in full. These results indicate that the demand for means of remittance to India continues upon a steady scale.

Silver has improved in value ⅛d., having been sold at 5s. 0⅛d. per ounce for shipment to India, and as there is only a limited amount of the metal on the market, there is an expectation that the price will further advance, although it is too low at present to admit of any importation from the Continent. Mexican dollars are quoted 4s. 11d. per ounce, which is also a rise of ⅛d.

We hear that an offer of $200,000 has been made for Messrs. Dent and Co.'s Hong Kong property.

The amount of bullion by the P. and O. Company's steamer *Syria*, from Southampton on the 17th inst., was in gold to Alex-

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andria, £15,000; to Bombay, £13,750; to Galle, £5,000; to Madras, £874; to Singapore, £550; in silver to Bombay, £89,000; to Singapore, £20,100; to Hong Kong, £15,813; total in gold, £35,174; in silver, £124,913.

The firm of Sillar and Bateman, tea and colonial brokers, of 6, Great Tower-street, having been dissolved, Mr. J. C. Sillar has issued a circular announcing that he will continue to carry on the business at the same address.

Messrs. Letts, Son, and Co. have issued their well-known diaries for the year 1869. They are in upwards of 100 different forms and sizes, and are as usual replete with useful information, corrected up to the latest possible date.

At the meeting of the Singapore Gas Company, held on the 27th Oct., the profits for the half-year were stated at £1,060, and dividends of 7½ and 4 per cent. per annum were declared, respectively, on the preference and original shares.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the past month, which contain details of the quantities of cotton manufactures and yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan Singapore, Batavia, Manila, and Ceylon during the month ended 15th October. The shipments during the ten months ended 16th October compared with those for the corresponding periods of 1867 and 1866, are also given.

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 15th October, 1868, 4,757 142 yards; for the ten months 1867, 48,419,956 yards; for the ten months, 1867, 37,582,546 yards; for the ten months 1866, 31,889,664 yards. Increase for 1868 against 1867, 10,837,410 yards.

COLOURED COTTONS.—Export for the month ended 15th Oct., 1868, 94,400 yards; for the ten months 1868, 1,229,995 yards; for the ten months, 1867, 1,845,196 yards; for the ten months 1866, 3,541,749 yards. Decrease for 1868 against 1867, 615,201 yards.

PRINTED COTTONS.—Export for the month ended 15th Oct., 1868, 384,163 yards; for the ten months 1868, 2,025,318 yards; for the ten months 1867, 663,061 yards; for the ten months 1866, 779,840 yards. Increase for 1868 against 1867, 1,362,257 yards.

COTTON YARN.—Export for the month ended 15th Oct., 1868, 666,400 lbs.; for the ten months 1868, 5,225,538 lbs.; for the ten months 1867, 5,296,794 lbs.; for the ten months 1866, 3,871,588 lbs. Decrease for 1868 against 1867, 71,256 lbs.

VALUE.—For the month ended 15th Oct., 1868, £134,293; for the ten months, 1868, £1,254,633; for the ten months 1867, £1,285,860; for the ten months 1866, £1,232,087. Decrease for 1868 against 1867, £31,227.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 15th Oct., 1868, 36,670,799 yards; for the ten months 1868, 201,036,588 yards; for the ten months 1867, 98,104,875 yards; for the ten months 1866, 91,644,627 yards. Increase for 1868 against 1867, 102,931,713 yards.

COLOURED COTTONS.—Export for the month ended 15th Oct., 1868, 127,026 yards; for the ten months 1868, 5,586,489 yards; for the ten months 1867, 8,193,328 yards; for the ten months 1866, 9,887,019 yards. Decrease for 1868 against 1867, 2,606,839 yards.

PRINTED COTTONS.—Export for the month ended 15th Oct., 1868, 95,102 yards; for the ten months 1868, 3,291,279 yards; for the ten months 1867, 4,293,436 yards; for the ten months 1866, 5,238,178 yards. Decrease for 1868 against 1867, 1,002,157 yards.

COTTON YARN.—Export for the month ended 15th Oct., 1868, 80,000 lbs.; for the ten months 1868, 229,700 lbs.; for the ten months 1867, 429,232 lbs.; for the ten months 1866, 68,800 lbs. Decrease for 1868 against 1867, 199,532 lbs.

VALUE.—For the month ended 15th Oct., 1868, £570,599; for the ten months 1868, £3,435,950; for the ten months 1867, £2,182,654; for the ten months 1866, £2,519,760.

JAPAN.

PLAIN COTTONS.—Export for the month ended 15th Oct., 1868, 1,172,700 yards; for the ten months 1868, 18,287,190 yards; for the ten months 1867, 16,798,090 yards; for the ten months 1866, 21,049,103 yards. Increase for 1868 against 1867, 1,489,100 yards.

COLOURED COTTONS.—Export for the month ended 15th Oct., 1868, 49,950 yards; for the ten months 1868, 1,559,536 yards; for the ten months 1867, 3,093,331 yards; for the ten months 1866, 2,419,874 yards. Decrease for 1868 against 1867, 1,533,975 yards.

PRINTED COTTONS.—Export for the month ended 15th Oct., 1868, 61,596 yards; for the ten months 1868, 467,237 yards; for the ten months 1867, 685,902 yards; for the ten months 1866, 2,219,431 yards. Decrease for 1868 against 1867, 218,665 yards.

COTTON YARN.—Export for the month ended 15th Oct., 1868, 466,087 lbs.; for the ten months 1868, 3,472,099 lbs.; for the ten months 1867, 2,464,079 lbs.; for the ten months 1866, 1,332,910 lbs. Increase for 1868 against 1867, 1,008,020 lbs.

VALUE.—For the month ended 15th Oct., 1868, £56,052; for the ten months 1868, £569,925; for the ten months 1867, £615,240; for the ten months 1866, £767,943. Decrease for 1868 against 1867, £45,315.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 15th Oct., 1868, 3,307,094 yards; for the ten months 1868, 42,625,707 yards; for the ten months 1867, 51,791,657 yards; for the ten months 1866, 41,495,703 yards. Decrease for 1868 against 1867, 9,165,950 yards.

COLOURED COTTONS.—Export for the month ended 15th Oct., 1868, 588,028 yards; for the ten months 1868, 3,716,589 yards; for the ten months 1867, 7,653,746 yards; for the ten months 1866, 6,413,360 yards. Decrease for 1868 against 1867, 3,937,207 yards.

PRINTED COTTONS.—Export for the month ended 15th Oct., 1868, 257,911 yards; for the ten months 1868, 1,780,008 yards; for the ten months 1867, 3,606,079 yards; for the ten months 1866, 3,848,778 yards. Decrease for 1868 against 1867, 1,826,071 yards.

COTTON YARN.—Export for the month ended 15th Oct., 1868, 184,961 lbs.; for the ten months 1868, 1,239,333 lbs.; for the ten months 1867, 2,301,293 lbs.; for the ten months 1866, 1,448,477 lbs. Decrease for 1868 against 1867, 1,061,960 lbs.

VALUE.—For the month ended 15th Oct., 1868, £83,257; for the ten months 1868, £861,513; for the ten months 1867, £1,437,619; for the ten months 1866, £1,351,141. Decrease for 1868 against 1867, £576,106.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 15th Oct., 1868, 2,986,103 yards; for the ten months 1868, 15,492,089 yards; for the ten months 1867, 15,067,679 yards; for the ten months 1866, 27,072,804 yards. Increase for 1868 against 1867, 424,410 yards.

COLOURED COTTONS.—Export for the month ended 15th Oct., 1868, 852,198 yards; for the ten months 1868, 6,146,784 yards; for the ten months 1867, 11,320,284 yards; for the ten months 1866, 9,406,797 yards. Decrease for 1868 against 1867, 5,173,550 yards.

PRINTED COTTONS.—Export for the month ended 15th Oct., 1868, 335,914 yards; for the ten months 1868, 4,298,055 yards; for the ten months 1867, 11,974,260 yards; for the ten months 1866, 7,964,761 yards. Decrease for 1868 against 1867, 7,676,205 yards.

COTTON YARN.—Export for the month ended 15th Oct., 1868, 77,780 lbs.; for the ten months 1868, 508,195 lbs.; for the ten months 1867, 497,565 lbs.; for the ten months 1866, 539,986 lbs. Increase for 1868 against 1867, 10,630 lbs.

VALUE.—For the month ended 15th Oct., 1868, £89,859; for the ten months 1868, £544,983; for the ten months, 1867, £916,271; for the ten months 1866, £1,116,703. Decrease for 1868 against 1867, £371,288.

MANILA.

PLAIN COTTONS.—Export for the month ended 15th Oct., 1868, 3,289,029 yards; for the ten months 1868, 15,296,246 yards; for the ten months 1867, 15,685,300 yards; for the ten months 1866, 8,095,930 yards. Decrease for 1868 against 1867, 389,054 yards.

COLOURED COTTONS.—Export for the month ended 15th Oct., 1868, 1,758,273 yards; for the ten months 1868, 11,724,224 yards; for the ten months 1867, 13,870,638 yards; for the ten months 1866, 11,202,146 yards. Decrease for 1868 against 1867, 2,146,414 yards.

PRINTED COTTONS.—Export for the month ended 15th Oct., 1868, 130,500 yards; for the ten months 1868, 785,416 yards; for the ten months 1867, 785,674 yards; for the ten months 1866, 512,165 yards. Decrease for 1868 against 1867, 258 yards.

COTTON YARN.—Export for the month ended 15th Oct., 1868, 42,989 lbs.; for the ten months 1868, 258,312 lbs.; for the ten months 1867, 163,426 lbs.; for the ten months 1866, 48,548 lbs. Increase for 1868 against 1867, 94,889 lbs.

VALUE.—For the month ended 15th Oct., 1868, £92,146; for the ten months 1868. £557,841; for the ten months 1867, £729,908; for the ten months 1866, £528,520. Decrease for 1868 against 1867, £172,062.

CEYLON.

PLAIN COTTONS.—Export for the month ended 15th Oct., 1868, 1,416,568 yards; for the ten months 1868, 19,288,683 yards; for the ten months 1867, 14,088,659 yards; for the ten months 1866, 15,182,591 yards. Increase for 1868 against 1867, 5,150,024 yards.

COLOURED COTTONS.—Export for the month ended 15th Oct., 1868, 111,365 yards; for the ten months 1868, 650,641 yards; for the ten months 1867, 1,084,708 yards; for the ten months 1866, 1,406,001 yards. Decrease for 1868 against 1867, 434,067 yards.

PRINTED COTTONS.—Export for the month ended 15th Oct., 1868, 158,927 yards; for the ten months 1868, 1,873,578 yards; for the ten months 1867, 1,988,122 yards; for the ten months 1866, 3,915,972 yards. Decrease for 1868 against 1867, 114,544 yards.

COTTON YARN.—Export for the month ended 15th Oct., 1868, 20,500 lbs.; for the ten months 1868, 372,637 lbs.; for the ten months 1867, 215,235 lbs.; for the ten months 1866, 762,022 lbs. Increase for 1868 against 1867, 157,402 lbs.

VALUE.—For the month ended 15th Oct., 1868, £31,299; for the ten months 1868, £386,556; for the ten months 1867, £394,602; for the ten months 1866, £610,427. Decrease for 1868 against 1867, £8,046.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head Office in Paris. R. W. and H. Horne, agents, 4, Moorgate street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

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North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday, and Co., agents, Manchester,

Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour manager.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 13, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices Oct. 31.
£10	Agra Bank, A shares	All	11¼ to 12¼
10	Do. B do.	—	5½ to 6½
25	Bank of Egypt	All	37 to 39
20	Chartered Bank Ind., Aust., and China	All	20½ to 21 x.d.
25	Chartered Merc. of India and China ...	All	30 to 31
20	City Bank	10	11 to 12
28½	Hong Kong and Shanghai Bank, new...	5½	¼ to ⅜ pm.
50	London and County	20	48½ to 49½
50	London Joint Stock	15	33 to 34
100	London and Westminster	20	63½ to 64½
25	Oriental Bank Corporation	All	42 to 43½
50	Union of London	15	33½ to 34½
	MISCELLANEOUS.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	Do. Do. 1872 ...	100	104 to 106
—	Do. Do. 1882-3 ...	100	113 to 115
20	Ceylon Company	10	3 to 2½ dis.
20	Do. A shares	5	2½ to 2 dis
10	Credit Foncier and Mobilier of England	All	2⅝ to 2⅞ dis.
20	Egyptian Com. and Trading Company	6	4½ to 4¼ dis.
10	General Credit and Discount Company	7½	2½ to 2 dis.
10	North Assam Tea (Limited)	5	7 to 5 dis.
10	Do. do. B shares	All	9 to 8½ dis.
20	International Finance Society	5	1¼ to 1 dis.
50	P. and O. Steam Company	All	54 to 56
50	Do. Do. 1867	10	¼ dis to ¼ prem.
10	Upper Assam Tea	All	2½ to 3½
100	West India Steam Company	60	50 to 52

Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Oct. 15	Zorida	Larsen	Akyab	Falmouth
— 14	Elisabeth and Jacoba	Zwaneveld	Tjilatjap	Texel
— 14	Mentana	Leludec	Akyab	St. Nazaire
— 17	Everest	Clarke	Foochow	Liverpool
— 14	Louis Meyer	Dietz	Batavia	Helvoet
— 19	Falcon	Gumm	H.K., Cant., & Macao	London
— 19	Taitsing	Nutsford	Shanghai	Do.
— 19	Eliza Shaw	Gayl	Hankow	Do.
— 18	Mary E. Ray	Laker	Colombo	Do.
— 19	Wemyss Castle	Nicholl	Foochow	Deal
— 17	Florine	Pierson	Rangoon	Liverpool
— 19	Washington Irving	Johnson	Akyab	Falmouth
— 18	Erna	Baarsrud	Batavia, for Hamburg	Do.
— 18	Prince Arthur	Thompson	Rangoon	Off Queenstown
— 18	Sydney	Leitch	Akyab, for Antwerp	Do.
— 4	Benares	Consterdine	Singapore	New York
— 14	Medea	v. Teutem	Batavia	Off the Lizard
— 18	Maraquita	McQueen	Singapore	Liverpool
— 17	Cornelis Smit	Wiedmaar	Batavia	Brouwershaven
— 9	Franklin	Bursley	Manila	New York
— 21	Copernicus (str.)	Markwell	Shanghai, &c.	London
— 21	Petunia	Werry	Rangoon	Off Falmouth
— 22	Eurynome	—	Rangoon	Liverpool
— 20	Christina	Nieuwland	Batavia	Texel
—	Gaulois	Mouy	Akyab	Gironde
— 18	Florine	—	Rangoon	Liverpool
— 23	Min	Melville	Hankow	London
— 22	Gulnare	Wilson	Colombo	Falmouth*
— 23	Mary Nicholson	Freebody	Singapore	Deal
— 22	Nevada	Jewitt	Akyab	Falmouth
— 23	Hougomont	Cosens	Rangoon	Do.
— 22	Tellus	Mangelsen	Akyab, for Hamburg	Off Falmouth
— 21	Fop Smit	Metz	Batavia	Brouwershaven
— 22	Emma	—	Do., for Hamburg	Off Broadstairs
— 22	Adelina	Dennett	Saigon, for Bremen	Off Dover

* Master and crew sick.

ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From.	At.
Oct. 21	Rose	Devries	Colombo	Belle Isle
— 21	Palx	Lobarbe	Saigon	Do.
— 10	St. Dunstan	Marley	Yokohama	New York
— 24	Ceylon	Gallichan	Penang	Deal
— 23	Sydney	Leitch	Akyab	Antwerp
— 26	Lord Collingwood	Norman	Galle, &c.	London
— 26	Granite City	Leslie	Singapore	Do.
— 26	Gossamer	Thomson	Hankow	Do.
— 26	Moss Trooper	McKenzie	Singapore	Do.
— 26	St. Andrew's Castle	MacBain	Colombo	Do.
— 26	Ada	Jones	Foochow	Do.
— 25	Pensacola	Gibson	Rangoon	Deal
— 24	Hero	—	Do.	Do.
— 23	Earl of Elgin	Logan	Do.	Falmouth
— 24	Nation's Hope	Blix	Sourabaya	Do.
— 24	Juanita	Atkinson	Rangoon	Do.
— 24	Otago	Breckenridge	Do.	Do.
— 25	Alcedo	Overgaard	Akyab, for Copnhgn.	Do.
— 26	Whittington	—	Akyab	Liverpool
— 26	Rohilla	Hughes	Rangoon	Do.
— 26	Wave Queen	Clark	Do.	Do.
— 26	Henry Fernie	Bansley	Do.	Do
— 26	Rattler	—	Do.	Do.
— 24	Alarm	Hughes	Bassein	Queenstown
— 27	Queen of the Bay	Wale	Colombo, &c.	London
— 27	Princess Beatrice	Clark	Do.	Do.
— 26	Cedric	Stapleton	Rangoon	Dartmouth
— 26	Metis	Paulsen	Bangkok	Plymouth
— 26	Gloriosa	Catto	Sourabaya	Do.
— 24	Nederland & Orange	Kramers	Batavia	Brouwershaven
— 23	Walcheren	Borden	Tjilatjap	Zierikzee
— 24	Palais Gallien	Richard	Saigon	Belle Isle
— 24	Helene	Meyeville	Do.	Do.
— 26	Abraham Lincoln	Berglund	Akyab	Falmouth
— 26	Wellington	Harrison	Bassein	Do.
— 27	Susan Hinks	Phinney	Akyab, for Antwerp	Do.
— 26	Lorina	Roberts	Rangoon	Off do.
— 27	Elizabeth	Storm	Batavia, for Hamburg	Do.
— 27	Edinburgh Castle	Erskine	Singapore	Liverpool
— 27	Baron Macaulay	Cunningham	Rangoon	Do.
— 14	Fleetwing	Lewin	Manila	New York
— 28	Sandringham	Howe	Colombo	London
— 28	Iona	Dew	Singapore	Do.
— 28	Benvenue	Brown	Penang	Do.
— 28	General Havelock	Cause	Zebu	Do.
— 25	Louis de Geer	Dannberg	Batavia, for Rottrdm.	Off Dungeness
— 27	Norman	Helgesen	Rangoon	Cowes
—	Laura and Gertrude	—	Akyab	Off Falmouth
— 28	Hampton Court	Morse	Do.	Do.
— 27	Woburn Abbey	Evans	Rangoon	Liverpool
— 27	Princess of Wales	Frankland	Akyab	Plymouth
— 27	Thomas Hamlin	Mitchell	Bassein	Falmouth
— 28	Kirkland	Colledge	Bangkok	Do.
— 28	Catherine	Hees	Do., for Liverpool	Do.
— 28	Tordenskjold	Christiansen	Rangoon	Do.
— 28	Rinde	Torbjornsen	Do.	Do.
— 28	Apenrade	Davidson	Hg. Kg. for Hamburg	Off Falmouth
— 28	King of Algeria	—	Rangoon	Liverpool
—	Southern Eagle	—	Manila	Queenstown
— 25	Johanne Auguste	Herksen	Bangkok	Bremen
— 15	Jane Woburn	McDonald	Hong Kong	New York
— 15	Humboldt	Proctor	Penang	Boston
— 29	Albion	Dilloneraff	Do.	London
— 29	City of Carlisle	Hill	Bassein	Do.
— 27	Willem Poelman	Pfaff	Batavia for Amstdm.	Off Dungeness
— 27	Jacob	Drenth	Bangkok, for Livrp'l	Falmouth
— 26	Prinses Amalia	Bentvelt	Batavia	Brouwershaven
— 26	Argo	Ankringa	Do.	Do.
— 24	Anna	Bok	Do., for Rotterdam	Zierikzee
—	Jeanne d'Arc	Bedex	Akyab	Gironde
— 28	Sarah Newman	Corydon	Akyab, for Bremen	Falmouth
— 28	St. Aubin	—	Batavia, for Amstdm	Off Dungeness
— 27	Koning Willem II.	Besseling	Batavia	Texel
— 29	James F. Patten	Perry	Akyab, for Bremen	Falmouth
— 30	Ribston	Wilson	Bassein	Do.
—	Menzies	—	Bassein, for Liverpool	Off Queenstown
— 27	Fontenaye	Crook	Saigon	Bremen
— 28	Hertha	Reifert	Bangkok	Do.
— 8	Henry Buck	Nicholls	Rangoon	Boston
— 10	St. Dunstan	—	Yokohama	New York
Sep. 24	R. L. Harriman	Winding	Bangkok	San Francisco
Oct. 6	Goodell	Crockett	Yokohama	Do.
— 30	Verena	Hudson	Colombo	London
— 31	Maida	Nichols	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For.	From
Oct. 16	Leander	Petherick	Shangha	London
— 16	Elcano	Brow	Cardiff & Hong Kong	Do.
—	Ino	Baumann	Bangkok	Hamburg
— 14	Sir R. Abercrombie	Anderson	Yokohama	Penarth
— 14	Meggie	Kirby	Singapore	Do.
— 17	Queen of the Ocean	Eskdale	Cardiff & Hong Kong	London
— 15	Ulva	Reid	Penang	Glasgow
— 17	Ottercaps	Peart	Singapore	Sunderland
— 14	Comète	—	Do.	Bordeaux
— 20	Renown	Adams	Crdff., Ngski., & Yoko	London
—	Voladora	Lorena	Manila	Hamburg
— 14	Crown	Aubin	Yokohama	Cardiff*
— 17	Clydevale	Williams	Do.	Glasgow
— 21	Chinaman	Fentie	Shanghai	London
—	Delft	Kettel	Batavia	Rotterdam
15	Gemini	Pallot	Swansea and Galle	Jersey
— 17	Kanagawa	Ouwehand	Singapore	Newport
— 20	Hermine	Plambeck	Shanghai	Cardiff
—	Abel Tasman	Reyken	Java	Rotterdam
Sept. 30	Lorenza	—	Yokohama	New York
Oct. 22	Geffrard	Francis	Penang	London
— 21	Her Majesty	Seymour	Manila	Cardiff
— 20	Harmonides	Iago	Yokohama	Penarth Dock
Sept. 23	Amiral de Mackaw	Letellier	Shanghai	Rio de Janeiro
Oct. 14	Comete	—	Singapore	Bordeaux
— 22	Eastham	Atkinson	Do.	Cardiff
— 22	Gustav Adolph	Anderson	Galle	Do.
— 24	Spirit of the North	Matthew	Colombo	London
— 18	Brodrene	Meylander	Singapore	Newcastle
— 22	Hong Kong	Yriberri	Manila	Liverpool
— 23	Belted Will	Locke	Hong Kong	Falmouth†
— 26	Emulation	Wardle	Chefoo and Tientsin	London
— 22	Golden Russett	Hall	Singapore	Sunderland

* Not the Clara, as before reported. † After repairing.

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DEPARTURES—*Continued.*

Date.	Ship,	Captain.	For.	From.
Oct. 27	Salem	Dirk	Swansea & Singapore	London
— 22	Phillis	Whitteis	Galle	Shields
— 24	Crofton	Rooke	Singapore	Sunderland
— 28	Barbadian	Evans	Shanghai	London
— 28	Eastern Queen	Milburn	Yokohama	Do.
— 22	Jacoba	Schaap	Do.	Newcastle
— 27	Queen of India	Weis (?)	Singapore	Cardiff
— 27	Catharine	—	Anjer	Swansea
— 29	Guinevere	Spowart	Hong Kong	London
— 29	Titania	Burgoyne	Shanghai	Do.
— 28	Andreas	Peters	Penang	Cardiff
— 27	Chaturanga	Hardy	Singapore	Milford*
— 39	Black Prince	Inglis	Hong Kong	London
— 28	Chin Chin	Le Graed	Do.	Sunderland
— 21	Rosa del Turia	—	Manila	Liverpool
— 6	Malay	Williams	Hong Kong	New York
— 13	Benefactor	—	Do.	Do.
— 13	Netty Merryman	—	Do.	Do.

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Nicolajefsk: Amoor River, Droning, Louise. For Yokohama: Eliza Shaw, Hopewell. For Shanghai: Charmian, Min, St. Andrew's Castle, Gossamer, Forward Ho, Taitsing, Wemyss Castle. For Hong Kong: Courier, Mary Nicholson, Falcon. For Hong Kong and Foochow: Ziba. For Manila: Pepita. For Batavia and Sourabaya: Archibald. For Singapore: Hanover, Queen of Devon, Eleanor, Belle of Southesk. For Singapore and Bangkok: Indiana. For Penang: Benvenue. For Colombo: Derwent, Granville, Boyne, Susan Pardew, Aboyne, Quinters.

At LIVERPOOL.—For Yokohama: Mary Lee. For Shanghai: Everest, Conqueror, Maggie Leslie. For Singapore: Alfred, Lorton. For Manila: Conchita. For Batavia and Sourabaya: Craigie Lea. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Diomed (str.).

At GLASGOW.—For Singapore: Carrick Castle. For Batavia and Sourabaya: County of Berwick, Mindia. For Penang: Salado.

At NEW YORK.—For Shanghai: Tavistock.

SPOKEN.

TAEPING, of Glasgow, London to Shanghai, Oct. 4, 48 N., 8 W.
TALBOT CASTLE (barque), Shields to Galle, June 13, 21 S., 68 E.
MARGARETS, Newcastle to Batavia, Sept. 10, 10 N., 26 W.
No. 8,546, 3rd or 4th d.p., Singapore to London, Aug. 16, 29 S., 36 E.
KATE CARNIE, London to Shanghai, Sept. 20, 14 N., 25 W.
HAWRY, Newcastle to Singapore, 28 days out, Sept. 7, 27 W.
HENRIETTE, Amsterdam to Padang, Sept. 2, 12 N., 25 W.
FOP SMIT, Batavia to Rotterdam, Sept. 9, 8 N., 26 W.
WHINFELL, Shanghai to London, Aug. 18, 23 S., 56 E.
ADA, from Foochow, Aug. 18, 23 S., 57 E.
DEVANA, Foochow to London, June 16, 25 N., 19 E.
GLEN ROY, Saigon to Antwerp, Sept. 29, 10 N., 24 W.
BERINGEA (?), for Shanghai, 17 N., 28 W.
ST. PAUL, Shields to Galle, 15 N., 28 W.
MARY NICHOLSON, Singapore to London, Sept. 16, 1 S., 22 W.
CRESTED WAVE, London to Hong Kong, 29 days out, 4 S., 25 W.
CARACTACUS, Liverpool to Japan, Aug. 11, S. of Java Head.
DEBORAH PENNELL, Colombo to London, Oct. 3, 39 N., 32 W.
MONKCHESTER, London to Shanghai, Sept. 8, 8 N., 21 W.
ALARIC, Liverpool to Galle, Sept. 4, 10 N., 27 W.
ROSLIN CASTLE, London to Hong Kong, Aug. 19, 28 S., 33 W.
MARTHA, for Hong Kong, Sept. 6, 17 S., 33 W.
NORTHFLEET, Liverpool to Shanghai, Sept. 6, 5 N., 24 W.
GEFLE, London to Batavia, Sept 8, 8 N., 25 W.
MARY TIFFIN, from Colombo, Aug 12, 26 S, 6 E.
LORD NELSON, London to Penang, July 4, 1 S., 92 E.
CAROLINE, Newcastle to Hong Kong, July 26, in Gaspar Straits.
MALACCA (ship), Clyde to Singapore, 34 days out, Sept. 4, 3 N., 27 W.
GLANIZZA (?) (ship), Sourabaya to London, July 8, 22 S., 56 E.
PAUL JOHAN (Dut. barq.), Amsterdam to Singapore, Sept 1, 15 S., 36 W.
GERARD PIETER SERVATIUS, Amsterdam to Batavia, Oct. 11, 48 N., 10 W.
MARGARETHA, Newcastle to Batavia, Sept. 10, 10 N., 26 W.
ROSE (Fr.), Ceylon to Belle Isle, Sept. 23, 31 N., 34 W.
ELIZABETH (Dutch), Batavia to Falmouth, Sept. 17, 10 N., 26 W.
ANGELA (Fr.), Bordeaux to Singapore, Sept. 21, 14 N., 28 W.
ALARM, Penang to Queenstown, Aug. 8, 31 S., 41 E.
SIR HENRY HAVELOCK (barque), London to Hong Kong, Sept. 9, 10 N., 26 W.
SULIOTE (?) (ship), bound to Japan.
SCAWFELL, Japan to New York, Sept. 16, 34 S., 16 E.
HERALD OF LIGHT (barque), Cardiff to Amoy, Aug. 8, 2 S., 28 W.
JOHN HOGS (?) (ship), Singapore to London, Sept. 17, 9 N., 28 W.
GETTYSBURG, Batavia to Amsterdam, Aug. 1, 37 S., 33 E.
BRITISH BARQUE, Philippine Islands to London, Sept. 22, 22 N., 33 W.
PANTHER, Amsterdam to Sourabaya, Sept. 21, 10 N., 24 W.
FAIRY, Bangkok to Bremen, Oct. 4, 34 N., 37 W.
FRANCAIS ESELDA (?) (ship), China to Bremerhaven, 81 days out, Sept. 11, on the Line, 25 W.
BLONDE, Shanghai to London, Sept. 25, 16 N., 29 W.
BREWSTER, Cardiff to Yokohama, 11 N., 26 W.
CHARLOTTE AND HANNAH, Penang to London, Oct. 11, 42 N., 22 W.
WHINFELL (ship), Shanghai to London, Sept. 3, 35 S., 20 E.
ALBION (barque), Penang to London, Oct. 11.
BOLMAN (?), Batavia to Amsterdam, Sept. 21, 13 N., 25 W.
ARROGANTE, Bangkok to Falmouth, Aug. 16, 36 S., 24 E.
TIM SIN, Penang to London, Oct. 3, 32 N., 39 W.
PRINCESS AMELIA, Batavia to Rotterdam, Sept. 26, 18 N., 28 W.
BANDA, Liverpool to Hong Kong, Sept. 22, 11 N., 25 W.
DEVANA (ship), Foochow to London, July 6, 13 N., 125 E.
DILKHOOSH, Foochow to London, July 24, in Gilolo Passage.
ADONIS, Liverpool to Japan, Sept. 6, 1 S., 20 W.
LICHTSRAAL, Amsterdam to Batavia, Sept. 6, 1 S., 21 W.
VESTA (Dutch), Rotterdam to Hong Kong, Sept. 17, 2 S., 20 W.
BELICK CASTLE (?) Clyde to Singapore, Sept. 21, 12 N., 24 W.
SOLENT, London to Japan, Sept. 19, 25 N., 22 W.
ROSLIN CASTLE (ship). London to Hong Kong, Aug. 18, 26 S., 35 W.
SAMARANG, London (?) to Hong Kong, 35 days out, Sept. 20, 1 N., 23 W.
NABOB, New York to Batavia, Sept. 28, 13 N., 30 W.
THOSSUTH (?), Bangkok to Falmouth, Sept. 24, 14 N., 25 W.
WESTBOROUGH, from Samarang, Sept. 24, 14 N., 25 W.
JUNO, Sourabaya to Amsterdam, Sept. 18, 10 N., 21 W.
BETTY (Dutch barque), Falmouth to Batavia.
ACHIEN (?), Foochow to London, Sept. 8, 12 S., 20 W.
FERDINAND, Rotterdam to Hong Kong, Sept. 25, 15 N., 26 W.
JAMES PATON, Clyde to Singapore, Sept. 20, 19 N., 29 W.
JACQUELINE AND ELISE, Batavia to Rotterdam, Oct. 3, 14 N., 27 W.
JANE AND ANNA, Colombo to London, Oct. 10, 30 N., 34 W.
WENSLEYDALE (?) (ship), Foochow to London, Aug. 25, 35 S., 19 E.
BELLATRIX, Amsterdam to Sourabaya, Sept. 22, 10 N., 24 W.
ZORG AND VLIET, Philippine Isles to Queenstown, Oct. 8, 38 N., 32 W.
MELICETE, Liverpool to Galle, Sept. 26, 11 N., 28 W.
AMSTELSTROOM, Amsterdam to Batavia, Sept. 28, 10 N., 23 W.
ZIMI (Dutch ship), Batavia to Amsterdam, Sept. 17, 10 N., 23 W.
MERMAID, Liverpool to Galle, Sept. 24, 12 N., 26 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports are without material alteration, and tonnage is plentiful. Coal freights from the Northern outports are in one or two instances a little easier, and vessels have, since our last issue, come forward more freely.

Current rates of freight for vessels on the berth:—To Yokohama: 40s weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear on Tyne per keel.—For Yokohama, £45. For Shanghai: £45. For Hong Kong: £36. For Singapore: £27. For Galle: £24. From Newport, Cardiff, or Swansea per ton. — For Yokohama, £2 5s. For Shanghai: £2 8s. For Hong Kong: £1 16s. For Manila: £1 15s. For Singapore: £1 7s. For Galle: £1 2s. 6d.

The Admiralty have invited tenders for the conveyance of the following stores:—250 tons navy provisions, &c., and 2 tons (light) rockets (combustibles), to be shipped from the Thames to Hong Kong.

CASUALTIES.

The Belted Will, Locke, which sailed from London, for Kong Kong, Oct. 10, arrived at Falmouth on the 18th with slight damage, having been in collision with a vessel the previous night off the Start.

A telegram from Shanghai, via Kiatcha, dated Sept. 23, announces "Ajax, steamer, sunk at her anchorage."

The Cattofield, Jane, which sailed from Leith, for Penang, on the 22nd June, has been burnt at sea; crew landed at Algoa Bay, Sept. 12.

The Australian, from Newport to Singapore, has put back on the Westmud Point, entrance of the Usk River, leaky, and with crew refusing to proceed.

The Southland (barq.), Laurens, from Cronstadt to the River Amoor, with flour, arrived at Copenhagen, Oct. 27, with loss of sprit and bowstems, having been run foul of in the Baltic.

The Johanne Auguste, Herksen, from Bangkok, arrived at Bremen, Oct. 25, with loss of both anchors and chains, and slight damage to her head.

The Elcano, Brown, which sailed from London, Oct. 16, for Cardiff and Hong Kong, put back to Gravesend on the 28th with loss of sails.

The Chaturanga, Hardy, which sailed from Cardiff, Oct. 8, for Singapore, arrived at Milford on the 8th leaky, and with loss of topgallantmast, bulwarks, &c.; after undergoing repairs she sailed thence on the 27th, but put back again on the 28th.

The Rosa del Turia, from Liverpool to Manila, put back Oct. 30.

MISCELLANEOUS.

At TENERIFFE.—Copernicus (s.), Maxwell, from China, and left Oct. 10 for London.

At MADEIRA.—Niger (s.s.), from London, and left Oct. 9 for Singapore and China.

At TABLE BAY.—Sept. 10, Bezaleel, Challis, from Cardiff, for China; 14, F. A. Palmer, McCaslin, from New York, for Hong Kong.

At SIMON'S BAY.—Sept. 4, Gnat, Theobald, from London, for Singapore.

At ALGOA BAY.—Sept. 9, Annie, Morrison, from Philadelphia, and sailed 13 for Singapore.

At MAURITIUS.—Aug. 22, Reine des Anges, Brun, from Saigon, Sept. 6; St. Charles, Jaffrain, from Saigon; 8, Norham, Henderson, from Foochow, to land some mutinous seamen, sailed 14 for London; 11, Nestor (s.s.), Dronning, sailed for Singapore, China, &c.

Off ASCENSION.—Sept. 21, Verena, from Colombo, for London; Gossamer, from Shanghai, for London.

At ST. HELENA.—Sept. 17, Eena, Brumell, from Ceylon, and sailed 18 for London; Lochleven Castle, McGowan, from Singapore, and sailed 18 for Liverpool; 24, Aunt Lizzie, Proctor, from Saigon; 10, Lady Alice, from Bangkok and Singapore, and sailed 11 for Falmouth.

At TABLE BAY.—Sept. 18, F. A. Palmer, Caston, sailed for Hong Kong.

At ALGOA BAY.—Sept. 9, Amie, Morrison, from Philadelphia, and sailed 11 for Shanghai, not the Annie, as before reported.

LAUNCHES.

On the 27th ult. there was launched from the building yard of Messrs. Royden Brothers, Baffin-street, Liverpool, a fine iron barque of 800 tons burthen, which has been built for Messrs. Duncan, Fox, and Co., of Liverpool, and is intended for the East India trade. She is clipper-built, with very fine lines. Her extreme length is 181 feet

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8 inches; breadth of beam, 31 feet 8 inches; and depth of hold, 10 feet 10 inches. The vessel was named Aculeo.

Messrs. Steele and Co., of Greenock, launched on the 29th ult. from their east yard an iron ship of 835 tons register, named by Miss Beeston, of Finnart, the Araby Maid, for Messrs. Willam Thomsen and Co, Leith, to be engaged in the East India trade. Her dimensions are:—Length, 185 feet; beam, 35 feet 9 inches; and depth, 19 feet 6 inches.

Messrs. Scott and Co. have launched on the Clyde a handsome ship for Mr. William Orr, Greenock, which was named Grecian by Miss Aggie Orr, daughter of the owner. The Grecian is a vessel of 1,265 tons register, is 224 feet long, 36¼ feet broad, and 22½ feet depth of hold. She will be commanded by Captain W. Guthrie, late of the Oriana, and will be employed in the East India trade.

CHINA OCEAN RACING.—ANOTHER CLOSE RACE.—Two more of the China tea clippers have arrived in London, viz., the Titania and Forward Ho, but although making comparatively long passages, they have been most remarkably close. They left Shanghai on the same day, June 12, and arrived at Deal, after a passage of 124 days, on the same day, the 16th of October. The Forward Ho is 1,050 tons, a composite vessel, built by Messrs. Stephen and Sons, Glasgow, in 1867, for Messrs. R. Cath and Sons, Aberdeen, and the Titania is 1,200 tons, a composite vessel, built in 1866 by Messrs. R. Steele and Co., for Messrs. Phillips, Shaw, Lowther, and Maxton, London.

NEW STEAMERS FOR THE YANG TSZE RIVER.—We understand that two new steamers, the Walrus and Nautilus, are being fitted out at New York to supplement the fleet of the Shanghai Steam Navigation Company. They are both described as very fine vessels, the dimensions being as follows:—Length, 265 feet; beam, 40 feet; extreme breadth, outside paddle-boxes, 70 feet; depth of hold, 15 feet; measurement tonnage, 1,634. They have beam engines, with 62-inch cylinders and 12 feet stroke. The loaded draft is only 7½ feet.

The steamer Copernicus arrived from Shanghai on the 21st, having made the passage out and home in 134 days' steaming—66 days out and 68 days homeward. This steamer is one of the Liverpool, Brazil, and River Plate line, to which trade she is now returning.

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THE LONDON & CHINA TELEGRAPH.

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Amsterdam	LOMAN & VERSTER.
Rotterdam	HOOG & KRUYT.
New York	WM. H. FOGG & Co., 32, Burling Slip.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Labuan, Sarawak, and Singapore	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Bangkok	
Batavia	HUNTER, HOUGHTON, & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, & Co.
Hong Kong, Canton, Macao and Swatow	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY & Co.
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NEW ARRANGEMENTS.

From this year Subscriptions to the "**LONDON AND CHINA EXPRESS**" are regarded as Subscriptions to this **AGENCY** also. Subscribers to the "LONDON AND CHINA EXPRESS" are therefore now entitled to the execution of all orders for personal requisites

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Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all mater for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

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Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

WHARVES.

SINGAPORE.

NOTICE.

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With the assistance of Steam Cranes, a general cargo can be landed easily in a few days—or in about one-fifth of the time usually occupied discharging in the roads.

There are large, dry, and very commodious brick Godowns on the Wharves, which vessels have *free* use f for cargo while discharging.

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Vessels discharging cargo pay a wharfage of 20 cents per ton—a trifling charge when the immense advantages gained are taken into consideration.

Arrangements have been made by which all repairs to ships or steamers can be done with despatch while the vessels are lying alongside the Wharves.

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THE BORNEO COMPANY (LIMITED).

Singapore, April 6, 1868.

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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c. c., &c.

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LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent India, China, &c., upon terms to be ascertained at the Office.

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ESTABLISHED IN SHANGHAI, 1863.

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F H. Bell, Esq., of Messrs. W. R. Adamson and Co.
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John S. Mackintosh, Secretary, Shanghai.

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This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

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LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

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Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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UPWARDS OF FIFTY YEARS' experience has fully confirmed the superior reputation of these Lozenges in the cure of ASTHMA, WINTER COUGH, HOARSENESS, SHORTNESS OF BREATH, and other PULMONARY MALADIES. Sold in boxes, tins and bottles of various sizes.

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It is a perfectly safe and mild preparation, and is especially adapted for children.

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This Powder is QUITE HARMLESS TO ANIMALS but unrivalled in destroying Fleas, Bugs, Emmets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insect in all stages of metamorphosis.

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☞ The public are particularly requested to observe that all the above preparations bear the Trade Mark as herein shown.

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—Hope for all.—Whatever their ailments, none need despair of being cured till they have tried these inestimable remedies. Whether the disease be internal or external, spontaneous or the result of violence, if a cure be possible, Holloway's medicaments will effect it. The severity or duration of the malady is no bar to the successful influence exerted by these fine medicaments, which cleanse, purify, and invigorate every solid and fluid in the body, and completely renovate the digestion. They render every organ of secretion healthy. These admirable antidotes to disease act immediately on the absorbent system, lungs, heart, and circulation, whereby they invariably give energy, tone, and vigour to all the natural functions of life.

TO PARENTS IN INDIA AND CHINA.

THE ADVERTISER (who is the wife of a professional man), is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

Address "T.," "London and China Telegraph" Office 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., published on the 1st January, 1869, will contain a Revised List of the Foreign Residents at all the open ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense will be spared to make this the most accurate publication of the kind ever offered to the public.

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WINNER—Ten Little Inguns (Comic).

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For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 9th, 16th, and 24th, and from PANAMA on the 1st, 9th, 17th, and 24th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 7th of month.
West India and Pacific Line, from Liverpool 15th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departures for China will be from San Francisco:—

Nov. 2nd, Dec. 3rd.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

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For passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

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ARTHUR B. FORWOOD, Managing Director.

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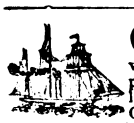
For Japan and China... ... — 17th of each month.

For further particulars apply to J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.



OVERLAND ROUTE.—

Supplementary Mail.—The Services Maritimes de Messageries Imperiales screw steamer MEINAM will leave Suez on the 7th of November for CALCUTTA, touching at Aden, Point de Galle, Pondicherry and Madras.

The usual Mail for Alexandria, leaving Marseilles on the 29th of October, will correspond with the Meinam. No transhipment at Galle.

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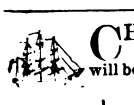
H. Kong and Foochowfoo	Ziba	A1 13 yr.	W.I.D.	Nov. 3
Shanghae ...	Taitsing	A1 14 yr.	E.I.D.	Nov. 7
Shanghae ...	Gossamer ..	A1 15 yr.	W.I.D.	With des.
Kanagawa...	Hopewell(n.)	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

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Do.	Min..... ...	A1 13 yr.	E.I.D.	Nov. 10
Hong Kong..	Mary Nicholson	A1 13 yr.	E.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.

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PROCEEDS under STEAM.—GLASGOW to SINGAPORE, Hong Kong, Nagasaki, and Yokohama (taking goods to Shanghai should sufficient inducement offer), the splendid, powerful new Clyde-built composite screw steamer OCEAN QUEEN, 16 years A 1 at Lloyd's, 650 tons register 150-horse power nominal, 450-horse power indicated; O. TIMPERLEY, Commander; to sail on 20th November.

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JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

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Colombo ..	Granville...				Nov. 20
Carwar, Mangalre., Calicut, & Cochin.	Bentuthr	A1 13 yr.	316	S.K.D.	Nov. 20

No. 22, Great St. Helen's, E.C.

FOR SHANGHAI Direct (to follow the Charmian), the favourite clipper ST. ANDREW'S CASTLE, A1 14 years, 639 tons register; G. M'BAIN Commander; loads in the East India Docks.

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With immediate despatch. To follow the "Spirit of the North," having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid high-classed regular trader, GRANVILLE, A1 15 years, 696 tons register. G. GALLICHAN, Commander; West India Docks. This very high-classed vessel, so well known in the Ceylon trade, is confidently recommended to shippers. Has unrivalled accommodation for passengers.

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To follow the "Caroline Hutchings." Will meet with Quick Despatch.

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N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

HENRY ELLIS AND SONS' LINE OF CLIPPERS.

FOR COLOMBO DIRECT.—The splendid clipper barque SUSAN PARDEW, A1 11 years, 378 tons register, loading in St. Katharine Docks. This fine vessel, so favourably known in the trade, offers the most favourable opportunity to shippers. Has superior accommodation for passengers.

For Freight or Passage, apply to HENRY ELLIS and SONS, 17, Gracechurch-street, E.C.

Regular line of Packet Ship. To sail on November 18

FOR HONG KONG, the well-known clipper FALCON, A 1 13 years, 793 tons register, J. L. DUNN, Commander; East India Docks. Has excellent accommodation for passengers.

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Last Shipping Day November 20.

DIRECT for SHANGHAI, the river-built clipper, WHITEADDER, A1 10 years (owned by Messrs. John Willis and Son), 915 tons register, F. W. MOORE, Commander, loading in the East India Docks. This splendid vessel, well known in the trade, is strongly recommended to shippers.

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THIS perfectly white and delicately clean granulated preparation possesses remarkable effervescent qualities, which far surpasses the ordinary Seidlitz Powder in its cooling, refreshing, and mild aperient properties, as well as in its flavour as a saline draught. It is particularly well adapted for women and young children, on account of its most agreeable flavour and mild effect.

N.B. The genuine has the name BISHOP upon the Bottle, also the Name and Trade Mark upon the Label, and is sold in convenient sizes, and secured in so perfect a manner that it may be shipped with safety to any part of the world.

Manufacturer also of Granulated and Effervescent Carbonate of Iron, Citrate of Iron, Citrate of Quinine, Citrate of Quinine and Iron, Carbonate of Lithia in Tubes, Citrate of Lithia, Vichy Salt, Seidlitz Mixture and all other Granulated Preparations.

IN CHANCERY.—CAUTION.—BISHOP'S GRANULAR EFFERVESCENT CITRATE OF MAGNESIA.—Mr. Bishop, having discovered that the Label which he has used for the last five years was being imitated recently applied to the COURT OF CHANCERY for an INJUNCTION to restrain such imitation. The injunction was immediately granted, and the defendant was ordered to pay all Mr. Bishop's costs and destroy the Labels complained of.

Mr. Bishop is determined to stop the imitation of his abel, and will, without notice or delay, take proceedings in Chancery against any person who may copy or colourably imitate the same.

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FRENCH MAIL EDITION.

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

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Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	July 3	Aug. 23	Sept. 11
Osaka and Hiogo			
Yedo			
Nagasaki			
Hakodadi			
CHINA — Peking			
Tien-tsin	—	—	Sept. 7
Chefoo	—	—	Sept. 10
New-chwang			
Hankow	—	—	Sept. 15
Kiu-kiang			
Chin-klang			
Shanghai	July 31	Sept. 13	Sept. 19
Ningpo			
Foochow	—	—	Sept. 20
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	July 31	Sept. 7	Sept. 25
Canton	—	—	Sept. 24
Macao	—	—	Sept. 24
PHILIPPINES— Manilla			
COCHIN-CHINA— Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia			
MALACCA STRAITS— Singapore	Aug. 18	Sept. 19	Oct. 1
Penang			

THE MAILS, &c.

The present inward mail, bringing a week's later advices from China, &c., has come in somewhat unexpectedly, not having been telegraphed as usual from Suez. In consequence of this circumstance, and also of our budget of news being a very meagre one, we are compelled to depart in some measure from our usual form of publication.

The next homeward mail will be that leaving Hong Kong on the 2nd October, due here on the 16th inst. The telegrams in advance of it were published in our issue of yesterday.

Summary of News from the Far East.

JAPAN.

The present position of affairs in Japan is well described in the following article from the *North China Herald*:—

A great change has come within the last two months over the aspect of affairs in Japan. Everything seemed then to promise a speedy return of tranquillity. The southern party were victorious at every point. Stotsbashi had abandoned the contest, given up Yedo, and acquiesced in the decree of banishment pronounced against him, only to be recalled after a merely nominal retirement. And this wise act of leniency promised to remove the chief existing obstacle to a restoration of peace. Aidzu alone remained in the field, and, as we pointed out at the time, "his continued opposition rendered it especially desirable to conciliate the powerful clan Tokugawa by gaining the support of its chiefs. Any considerable success by the northern Daimios would have been a likely signal for attack on the Government troops in Yedo, and for a general uprising, by his partisans, in favour of the ex-Shiogoon." With Stotsbashi in Yedo as a friend of the Mikado, this danger would have been averted. But the new Government stopped short in its wise career of leniency. Instead of carrying out the entire programme—not only relieving Stotsbashi from exile, but summoning him to Kioto and conferring on him high office, they repented of their amnesty almost before it was issued. The ex-Shiogoon was only relieved from compulsory retirement at Mito in order to be banished elsewhere. And the result, which a wiser policy might have averted, is now apparent. The Northern party have gained advantages; they are supported by the Tokugawa clan; they have elected a rival Mikado—uncle of the real one—and have pushed nearly to the gates of Yedo, which the Imperialists seem inclined to abandon. Even the *Japan Times*, which has been throughout the revolution a warm supporter of the Southern cause, admits this. "The Northern rebels," it says, "are reported to be waiting for the winter, to which they trust for starving out the Mikado's troops; and judging from recent appearances, the possibility of the Imperialists abandoning Yedo is not altogether chimerical. The mint and arsenal have been both transported to Osaka, the greater part of the palaces of the Daimios are dismantled, the hinges and heavy bronze ornaments torn off the doors, and in many cases the inner houses pulled down, and their stone and timber sold to builders." A landslip has caused a huge gap in the wall of the castle, which no attempt is being made to repair. "We shall not be surprised," our contemporary adds, "to find the Mikado's troops leaving the place during the coming winter; but if they do they will probably leave it in ashes, and future visitors to Japan will only be shown the spot where Yedo was." In the meantime, we find the *Japan Gazette* recording the defection of Chosiu—not only from hearsay, but on the authority of an official document announcing that he had resigned office with the object of retiring to his dominions; and a clue to this defection—for defection it must be considered in the present critical position of affairs—is afforded by a memorial addressed to their chief by a number of Chosiu's retainers, advocating the restoration of the Shiogoonate in the clan of Tokugawa.

The same harsh policy which has encouraged disaffection among the immediate followers of Stotsbashi has tended to strengthen his cause among the independent Daimios. It seemed quite possible, after the first overwhelming success of the Southern party, that a general amnesty would have induced the submission of Aidzu, who has been throughout the most dangerous opponent of the new *regime*. He it was who urged Stotsbashi to action and commanded his troops at Osaka, and he has since been the life and centre of the rebellious (?) party. When called on to surrender personally to the Mikado, at Kioto, he distinctly declined to incur certain death. He had not, he said, opposed the sacred authority of the Mikado, but had supported his lawful suzerain against the encroachments of the Southern party, who had obtained possession of the Mikado's person, and coerced his actions. The answer of the new Government was an order to the Prince of Sendai—who had been thus far quiescent—to oust Aidzu from his territory, and take possession of it in the name of the Mikado. Sendai was no doubt suspected, and the Government, preferring an open enemy to an uncertain friend, applied this test. We remarked at the time that it was a risky policy; that the result was just as likely to be to drive Sendai into the arms of the enemy as to secure his friendship. And so the result proved. Instead of attacking his friend and neighbour he joined the latter in open opposition, preferring, if he were obliged to fight, to fight on the side to which his convictions pointed. Around these two chiefs others appear to have gathered. Many subordinate members of the Tokugawa clan swell their ranks; and the Prince of Mito, a near relative of Stotsbashi, is declared to have given them armed help. They were found powerfully posted, a few weeks ago, at Nee-e-gata; and a Southern force sent against them was declared to have joined their ranks. The balance seems to hang just now very uncertainly between the two parties. A short while ago the Southerners were decidedly in the ascendant, and the Northern cause seemed nearly extinct. The star of their fortunes has, however, again risen, while that of the South has seemed gradually to wane.

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YOKOHAMA.

A correspondent writing from this port says :—"There is quite a lull in the political world at present, so doubtless the same cause has affected fighting as money-making. There have lately been strenuous efforts to cut off all communication throughout the country; and legions of native newspapers, pamphlets, &c., have died a violent death by prohibition. Europeans are always able to obtain better information than the native officials like—although when it has to be paid for great care is necessary, or you will be told to the full extent of the value of your money in yarns. However, amongst the 'Favoured Nations' each faction has its partisans, whether official or civil—French or American, or British. The uncle of the Mikado having been coerced into usurping the Imperial authority has issued numerous proclamations to his nephew to lay down his authority, to the several princes holding aloof ordering them to remain neutral, and to the officials of the southern clique, ordering them to return peacefully to Kioto; and he has promoted to high rank all here who have been fighting for the Tokugawa family. How this is all to end is a mystery to all; and the peculiar intricacy of Japanese politics leaves it not possible to any European to disentangle the gordian knot of diplomatic art of liars and assassins. Each prince grows friendly or unfriendly to relatives and aliens alternately, and his allies in one skirmish often prove his opponents in the next. One thing is clearly to be seen, all are fighting for a share of the 'Oyster,' and by-and-by the Mikado and Tokugawa clans will only have a shell a piece to quarrel over. Whether La Belle France will lie quiet much longer is yet to be seen; for it is hard to say which of the two, Russia or France, is most eager to 'colonise' Japan. The race for commercial importance lies between England and America. It is to be regretted that Europeans have partially and only indirectly meddled. It is the half doing the job that is the injury—it should be strict neutrality or else decisive interference in the interests of civilisation, and not of conquest and glory (?) to the party intermeddling."

CHINA.

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SHANGHAI.

From this port we have a week's later news than by the mail delivered yesterday—namely, to Sept. 19th. The outward mail of July 31, with London telegrams to Aug. 17, arrived out on the 13th September. London telegrams to Aug. 25 had been received by the Kiachta route. The following items of news are from the *Supreme Court and Consular Gazette*:—

H.E. the Hon. J. Ross Browne, the new American Minister to Peking, left on the 16th inst., in the *Manchu*, for Tientsin and the capital.

The Yangchow affair, which according to last accounts was progressing favourably, has come to a very unsatisfactory conclusion. The reception given by Tseng-kwo-fan to Mr. Medhurst was of a very complimentary nature. A line of mandarins, from Red Buttons downward, stood on each side of the pathway to the Yamun, and Tseng-kwo-fan came out to meet the Consul at the entrance. The terms proposed in settlement of the difficulty were that the Literati who instigated the matter should be punished; that the men who burnt the house should be forced to pay an indemnity; the men imprisoned for letting the house released; and that a proclamation should be issued instructing the people at Yangchow that foreigners had a perfect right to live there, and must not be molested in any way. The Chefoo of Yanchow for some time stated his inability to accede to all except the release of the prisoners, but ultimately, it is understood, the whole was likely to be agreed to. When Mr. Medhurst found that he could not settle the matter at Yangchow he arranged that the Chefoo should come up to Nanking with him and his escort; but upon his *parole* to meet him at Kwachow let him go his own way. He did not turn up till some time after Mr. Medhurst arrived at Nanking, and apologised for having missed him by an accident. The *Rinaldo* left Nanking without Mr. Medhurst, who was left to finish his negotiations in a house-boat. This circumstance is attributable to Mr. Medhurst's being detained beyond the expected time; and to Captain Bush's being in an extreme state of sickness.

Up to this point the negotiation had proceeded very favourably, but on the departure of the *Rinaldo* Tseng began to get obstinate, and ultimately refused all the terms proposed. He stated that Literati were a respectable class, and he could not punish any of them; also that the Chefoo had not done anything which called for punishment; he would issue a proclamation that missionaries had the right to reside at Yangchow, but would not have it cut in stone as had been proposed; and in lieu of paying the amount claimed as compensation over Tls. 2,000 he offered to give as a charity to the missionaries the sum of Tls. 1,000; which offer was of course refused by Mr. Medhurst. The matter will now have to be referred to Peking.

In regard to this affair the *North China Daily News* has a strange story, which, however, we hear is entirely authentic. Upon the principle that smoke does not exist without some fire, the above paper states that there was a foundation, though strangely slight, for the queer accusations by which the outrage was excited, and explains the matter as follows:—Some weeks' ago a man passing through the east gate of Yangchow with a basket on his arm was asked by the guard what he had in it; he replied, salt fish. The questioner remarked that it seemed a strangely heavy load, and asked to see it. The real contents proved to be a dead baby. The man explained that it was one which had died under the care of the Catholic missionaries, and that he was carrying it out thus secrtely rather than in a coffin in order to save the worry of an inquest. Inquiries were of course instituted, but it was found that the body had not been mutilated, that the heart, lungs and liver, which missionaries are supposed peculiarly to affect—were all present, and that the child had been really carefully tended. The attempted secrecy, however, suggested still further enquiry as to the number of children that had died lately under the hands of the Missionaries. It was found that twelve had died within the last year, and their remains were exhumed in order to see whether mutilation had been practised in their case. It was found that their bodies were also intact; so all hope of forming a substantial charge on this ground was lost.

Tseng-kwo fan has been appointed to the Vice-Royalty of Chilhi, and will be superseded by the present acting Viceroy of Fohkien, Mah.

The local papers have been chiefly filled with a controversy concerning the management of the S. S. N. Company, which has been vigorously assailed, chiefly upon the ground of its endeavouring to obtain an undue command over the river traffic.

It has come out that Chun, the sitting magistrate at the mixed Court, has not yet received his appointment of Tungche from the Peking authorities, who make excuses that the land regulations—in which the new scheme of a single magistrate for the whole of the foreign settlement was devised—have not yet come into force.

A serious collision has taken place between the steamer *Kiushu* and the North German schooner *Japan* at Woosung. The steamer, in endeavouring to avoid a Chinese junk, came upon the schooner, which was run ashore, and will, it is feared, become a total wreck. An applicaiion has been made to the Mixed Court for an order to detain the junk, which was first struck by the *Kiushu*, as from her position at anchor, and her not having any lights up at the time, she is alleged to have been the *causa causans* of the accident.

We also regret to have to record a very serious accident which has happened to the Ocean Steam Company's vessel *Ajax*, and which has resulted in her becoming half sunk in the river, although hopes are entertained that she will be recovered. We are not in possession of full particulars, but we understand that the accident resulted from the screw and a portion of the main shaft being detached, and the unexpectedly high tide having carried them away and filled the after compartment with water. Divers have already been sent to the vessel, and no exertions are being spared to right the ship. It is not yet known whether it is likely she will have to go into dock.

A gorgeous procession which has been got up by the Ningpomen in this settlement has been the subject of some notice. The *North China Daily News* describes its progress by day as follows:—"A depot of paper money and paper clothes was formed in Smith's Market, and the procession went forth to collect the spirits who are supposed to throng the streets. Paper images of people of every grade of society are carried round—even foreigners not being forgotten. Money and clothes, which are clutched by the hungry and shivering ghosts, are burned as it goes along; for burning is needed to fit them for spiritual use. Those who fail to get sufficient for their need in this way follow the images—which they appear to regard as an invitation—to the central depot, where they can obtain all they need for the ensuing year. Once every year this process takes place. The ghosts are thereby rendered happy and comfortable, and deprived of all excuse for causing sickness and misfortune, as they would otherwise surely do."

The *Recorder* describes the night view of the same exhibition:—"An immense crowd of Chinese turned out to see it, and followed it with intense interest. The most prominent object was the steamer called the *Ice King*, which was a perfect model of an American river boat, and was lighted up very cleverly, the walking beam and wheels moving. We understand this is emblematical of the hopes of the Ningpomen to return to their homes by this kind of conveyance, and that it takes the place formerly occupied by the model of a Ningpo junk. The various allegorical groups were very attractive, especially one where four women beautifully dressed were borne along in a car, one of them high up in the air and apparently supported only by one foot. The dragons, about ten feet long, were made very impressive by lamps inside them."

The *Evening Express* states that piratical robberies are becoming frequent upon the Tai-Hoo lake, the depredators being chiefly discharged soldiers, and mentions an ingenious ruse whereby some of these rascals secured the cash of a pawnbroker in that neighbourhood. They entered the house under the garb of mandarins, and were of course received with due respect; and afterwards, having tied up the pawnbroker and his assistants, and frightened a youth into confessing where the cash was kept, they made off with the booty.

We are in receipt of advices from Chefoo to the 9th inst. At that time all was going on quietly, and the foreigners pushing their fortunes at the gold diggings seemed to be flourishing, as the storekeepers were supplying their wants, and this they would be little likely to do unless the purchasers of goods could pay. There is a report that a Chinaman working at the Pingtu mines

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has made 5,000 dols. in a fortnight. Our correspondent cannot vouch for its truth, but on the other hand he has no actual reason to doubt it.

The *North China Herald* gives the following account of the accident to the *Ajax*:—"We regret to have to record a serious accident to the steamer *Ajax*, the consequences of which are still uncertain. Her shaft had been disconnected on Wednesday in the course of some repairs, which were not completed. In the evening accordingly the screw was secured with temporary lashings only, with a view to renewal of work on the morrow. The strength of the tide, however, appears to have moved the screw, which eventually worked out, thus leaving open the hole in the stern, through which the water of course rushed rapidly in. At midnight the vessel was observed to be sinking; but the hole could not be got at, and nothing could be done. At daybreak her stern was resting on the mud, the forepart of the ship to midships being out of the water. The high tide, however, completely covered her, and last evening she had fairly sunk. Divers were engaged first thing in the morning to plug the hole. As soon as this is accomplished pumps will be applied to get out the water, and it is hoped to raise her. The chief danger seems to be of her enormous weight causing her to sink deeply in the mud, which will also rapidly silt round her, and of course tend to hold her down. She had very little cargo on board."

The following items are also from the *Herald*:—

We have received a copy of the fourth "Annual Report of the Hankow Medical Mission Hospital," which seems less interesting than usual, containing nothing but bare statistics of disease treated; 6,661 patients had been treated during nine months ended 30th June last. The attendance of a larger proportion of women is the most remarkable feature of the year. We regret to learn that the hospital had to be closed for three months, owing to the illness of the medical officer in charge.

A Chefoo correspondent writes that twenty-five diggers are now at a flat about 130 li from Chefoo, and seem pleased with their prospect.

A long account has come to hand of outrageous conduct by an official in Shantung, similar to that which has lately caused so much difficulty at Yangchow. A family of Chinese converts gives a temple to be used as a Christian chapel. The local mandarin flogs and imprisons some, inducing others to recant, and ignores the validity of the gift.

The *News Letter* gives the following account of a piracy on the Yangtsze:—

On the night of the 4th September a party of disbanded soldiers attacked a Government junk, loaded with treasure, three miles above Hankow on the Yangtsze; the crew fought bravely to save the money, Tls. 30,000, but the thieves carried off Tls. 13,000. A teacher (literary man) has been arrested, and has confessed, under threats of torture, that he is the head-man of a gang the authorities have been long looking after. Tls. 3,300 have been recovered, and it is thought the balance will be forthcoming.—The Yangtsze is rising rapidly, contrary to all predictions, Chinese and others; the indicator on the hulk of the S. S. N. Co. marks 42 feet.

The following is the "Address" of the directors of the Shanghai S.N. Company, commented on above:—

The directors do not propose to present to the shareholders of the company a report for the six months ending 30th June, leaving it for the general meeting at the end of the year, in accordance with the precedent established in the last two years.

The profits of the business warrant the payment of a dividend of 6 per cent. for the six months, which, in accordance with the powers vested in them, the directors have the pleasure to declare, and it will be immediately paid by the agents.

It seems desirable at a period when so much attention has been drawn to the field of the company's operations and so many misapprehensions exist regarding its future policy and prospects, to give some statement of the principles upon which the company is conducted.

From the first this company sought the favour of the public, and published by word and act that upon that it rested its entire dependence for success, and not upon the personal influence of its managers.

That favour it has always had from the Chinese, and though for a time in the days of its adversity it could not claim the decided support of the European public, on the whole, it has received from that also fair consideration.

This principle will govern the future equally with the past. The directors and managers of the company understand that there is a public trust involved, and that lasting prosperity cannot be had if that trust is neglected.

During the last eighteen months the comparatively high rates which have ruled were the just and legitimate consequence of the events of the preceding years. A long period of loss to the carriers resulted in a concentration which alone rendered an advance possible, and the company was justified in availing itself of its dearly bought advantages to secure and consolidate its position.

It is, however, vain for shareholders to look for excessive and unusual interest on their investments in this species of enterprise in this country. Capital, energy, and ability are too abundant in the European communities to render it possible for any branch of trade to be largely remunerative without attracting competition.

With these precautions, and with rates of freight reduced to a point which will not allow of tempting returns to new adventurers, the shareholders will find themselves possessed of a permanent investment, as certan to give a yearly return of about 12 per cent. as any that offer in China.

With regard to increase and extension upon the river, it is not likely there will be a call for outlay for that object for many years. The steamers now running are all sufficient for the requirements of the trade, and, except in the tea or cotton season, seldom go full either up or down.

Even in the extreme hurry of tea freights, at the opening of the Hankow market, lasting, perhaps, three weeks, their capacity proved large enough to bring down the tea without delay, the only overplus being on one occasion at Kiukiang, which was relieved by the service of the spare boat.

The business of the river for steamers has been overrated through many causes, not the least of which is the expectation that they would entirely supersede Chinese carriers.

But even at low rates of freight there is always a large portion of produce which passes to the sea-board through interior channels in small native boats, the Chinese being able to perform water carriage at a cost lower than would be believed by the most economical of Western people.

With regard to the necessity for a reserve, apart from accidents, the shareholders should always be prepared for an opposition, though at present on good terms with the only other company on this route; for in case a new competitor appeared it would not be open for this company to choose between a contest and an agreement, which would allow it to go on at the sacrifice only of a portion of its business.

Such an agreement would be impossible, for at the first promise of an opening, a dozen houses with capital and ability, enough and to spare, stand ready to avail themselves of it. If they should see a third party admitted to an agreement, each would reason that the same timid policy which admitted one would admit another, and there would be a third and a fourth, up to the point where agreements would be impossible, and general and heavy loss the result. There is no room for further competitors in so narrow a field.

The company's agreement with the Union Steam Navigation Company is of a temporary nature, terminating at any time on one month's notice from either side. We have signified our willingness to make it permanent on their entering into an obligation not to extend their line beyond its present capacity. This they have declined, and therefore an opposition from this quarter is not impossible, and should be kept in view.

That company obtained existence and prospered by the fruits of the sacrifices and exertions of the Shanghai Steam Navigation Company.

It would never have been born if the latter had not obtained possession, by friendly negotiations and purchase, of the rights and property of the previous rival occupiers of the route—rights, like its own, created and fairly earned by years of effort, sacrifice, and faithful service to the public.

Believing that a friendly competition is a wholesome check, tending to promote efficiency in one's own service while it satisfies the public mind, this participation, without cost, in the fruits of its enterprise, has not excited the jealousy of this company, and it has sought to cultivate amicable relations.

But though the Union Company may claim what it now stands possessed of, it certainly has no basis of right to require of us an increase in its share of the business of the river, an increase which can only be had at our cost; nor will it be expected that this company, of its own accord, will injure its hard-earned position to increase the power of a possible rival.

With the material now possessed by the company, its incomparable facilities, its organised support among all classes of the mercantile community, it may safely be said that the shareholders need not fear the consequences of any contest likely to offer, beyond the temporary suspension of profits.

The Tientsin route next season is likely to be the object of considerable attention. Freights for a part of the season have been plentiful, and promises have been held out to the public which will naturally attract new comers.

The Company, however, has its own business, which it is likely to keep, and though rates of freight may be reduced to a low point, with its cheap running boats it can probably find a small profit where others lose.

The trade to Tientsin is of a very capricious character, owing chiefly to political troubles, and the seasons are correspondingly uncertain.

The Ningpo route is in the hands of the company altogether, and as it only yields a moderate return on the cost of the boats and premises engaged, it is likely to remain so without opposition. The competition of native boats would prevent any increase in rates of freight or passage, even if it was desirable to make any.

The directors believe that this exposition of the real position of the company in its relation to freights, its rivals, and the public will be acceptable to the shareholders and meet the views of the large majority. It may disappoint the hopes of large dividends entertained by some, but, on the other hand, it should increase their faith and the faith of the public in its permanent prosperity.

EDWARD CUNNINGHAM, President.
C. W. OVERWEG,
F. PORTER,
F. B. FORBES,
} Directors.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, TUESDAY, NOV. 3, 1868.

THE NEWS FROM CHINA.

THE present mail, as we have stated elsewhere, brings but a meagre budget of news; one item, however, that comes to us from a tolerably authentic source, is worthy of note. It is to the effect that the rumours that have been afloat of late with regard to the opening of several new ports on the China coast are likely to be verified. It is stated that they will be seven in number—three on the Yang-tsze, one on Hainan, one near Saigon, and three others at various parts of the coast, including Wanchow, a most desirable and conveniently situated port between Ningpo and Foochow. This last is certainly likely to prove a boon to commerce, being in close proximity to some important tea districts, besides possessing a large trade in alum, &c., but of some of the others we cannot speak so hopefully. This disposition to open new ports has been confidently spoken of in some quarters as an evidence of a better feeling at Peking, of which Mr. HART gets the credit; and should the information be confirmed, it will, from that point of view, be most satisfactory, as affording hope for a permanent improvement in our relations with the Chinese Government. After all, however, it looks strangely inconsistent in conjunction with the renewed persecution of missionaries, of which each incoming mail brings a dismal catalogue, and the persistent opposition to the construction of roads, railways, and telegraphs. And although the disposition to increase facilities of intercommunication which this opening of new ports would indicate is in one sense gratifying, we cannot banish some serious misgivings as to their effect on the China trade generally. Surely, the career and present condition of Hankow presents little inducement to foreign merchants to colonise any more settlements on that river. Permission to make roads and railways in the interior would be a far more valuable boon than liberty to trade at more points on the coast. As for telegraphs, they seem to be still tabooed, but we hear that they are nevertheless coming into use within the boundaries of the foreign concessions at Shanghai, there being one in operation between Messrs. RUSSELL and Co.'s premises on the English, and the Shanghai Steam Navigation Company's wharf on the French settlement; while another is in course of construction to their dock, a long way down the river on the Hong-que side. This will undoubtedly do good, for it will familiarise the Chinese mind with the utility of the system, and probably prove the "thin end of the wedge," that will ultimately open a way for telegraphic lines into the interior. The value of land in Shanghai is once more on the rise; prospects for a good spring trade are spoken of in a hopeful strain; and altogether the news from this part of China is of a more cheering tone than it has been for a long time.

Messrs. A. Markwald and Co., of Bangkok, have issued a circular announcing the admission of Mr. Wm. Masius as a partner in their firm.

STEAM NAVIGATION IN CHINA.

(NORTH CHINA HERALD.)

We frequently do overlook a change which is taking place gradually under our eyes; but old residents in Shanghai can have hardly failed to notice the rapid growth of steamer traffic from this port, and the number of companies that have been started especially to promote it. Many of us still here remember when lorchas were the fastest means of conveyance between Shanghai and Ningpo; and when a signalman at Chinhai warned these to wait, outside, for a favourable turn in the market. Still more of us have risked our lives in the crazy old *Feima*, or have luxuriated by contrast in the now extinct *Waratah*. It seems incredible, but even the *William IV.* had once a market value; and sundry other extraordinary relics of primeval shipbuilding carried passengers and cargo at irregular intervals, to and from this rising port. The first attempts to improve on this state of things were not financially happy. The Shanghai Steam Navigation Company was long a bye-word for misfortune; and its "China and Japan" sister exploded, after a very brief period of existence. Let us pass over four years and look at the present. We have to count, to arrive at the number of steam lines having head-quarters or stations at this port. Passing by the old Peninsular and Oriental, which is contemporary with even those early days we write of, there are the Messageries Imperiales, the Pacific Mail, and Holt's lines of ocean steamers; the Shanghai Steam Navigation, the Union, and a bantling whose health is yet too delicate for christening, on the Yang-tze; Messrs. Kroes' line to Japan; the Shanghai Steam Navigation Company again, and Messrs. Trautmann's line to the North, besides numerous single steamers which run, comet-like, in eccentric orbits, obeying the influence of the last commercial news. We have become so accustomed to daily communication with Ningpo, that growls both loud and deep were vented, when the S.S.N. withdrew a steamer, after acquiring monopoly of that line; and the northern trade repays, by splendid freight, constant steam communication.

And now we are going to have another company. 'Tis true, it is only an old friend under a new name. Messrs. Trautmann and Co.'s steamers *Nanzing* and *Ying-tze-fei* belong henceforward to a "North-China Steamer Company" and are to have three other companions, so soon as these can be procured. The new company is to have a capital of Tls. 300,000 in shares of Tls. 500 each; and is to purchase the two steamers just named, for Tls. 75,000 and Tls. 60,000 respectively; the latter's wharf property, subject to an annual rental of Tls. 1,800, being also bought for Tls. 30,000. That firm is still to manage the business of the company, on much the same terms, apparently, that Messrs. Russell and Co. manage the S.S.N. They are to receive 5 per cent. on increased freight, and 2½ per cent. commission on steamers built or purchased; providing necessary office premises and staff. Calculating from the net profits of the two steamers last year it is hoped to pay a dividend of 34 per cent., besides returning 10 per cent. on freight to contributing shareholders. The predictions of a prospectus are not always realised, and may possibly not be so in this instance. But though the new company may not pay 34 per cent., it has every chance of doing extremely well. It is not starting a new line with the task of creating a new traffic; it buys two well-known steamers running on a well-worn route; it buys the stock and interest of a well-established business, which it intends to enlarge; and, more than all, it works amicably with its giant rival, the S.S.N., so that no internecine competition may be looked for, unless against intruders. There is no intention, we believe, of interfering on the Yang-tze, which will be left to the two companies that now "farm" it. The North-China Steamer Company, as its name implies, will address its energies to the large and increasing trade between Shanghai, Chefoo, Tientsin, and Newchwang. And we have no doubt it will prove a remunerative undertaking. These three companies should be sufficiently strong to keep the trade of North China in their own hands, at any rate for some years to come, and to satisfy the public, while working advantageously for the interests of their shareholders.

The Commissioner of Customs at Chefoo remarked, last year, on the growing appreciation of the Chinese for foreign steamers, and the gradual abandonment of their own junks as a means of transport. He opined that they "had lost all respect for their own native architecture, and that no new generation of sea-going junks is springing up to take the place of that which is dying out." He was writing, however, principally on the text of the grain tribute; and pointing to the future carriage of the grain in foreign built ships, as a likely and proximate event. The gradual adoption by the Chinese of the foreign style of hull was implied as a likely consequence of this event. The tendency, even since Mr. Dick wrote, has been to confirm his view. More and more the junk is losing ground; but more and more the steamer rather than the sailing ship is supplying its place. Chinese merchants are interested in all the local companies; and travel and ship goods by all the coast and river steamers, in preference to their own primitive hulls. Sails must always command a patronage; but everything seems to portend that the leap here will be nearly complete from the earliest to the latest system of transport; that, in abandoning their own junks, the Chinese will at once pass over the intermediate stage, and acquiesce in the tendency, which Holt's ocean line so strongly illustrates, to prefer steam to sails even for heavy and ordinary carriage.

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THE CHINA MISSION.

The following, extracted from a Shanghai paper, shows the impression made in Shanghai by Mr. Burlinghame's New York speeches:—

After reading Tseng-kwo-fan's memorial we can have no doubt that the important step of sending an embassy to the Western Powers was taken with the approval of the leading statesmen of the Chinese Empire. To have obtained possession of the documents was a piece of singular good fortune, but of the form in which the question came before the Mandarins, of its secret history, we fear we must remain in ignorance. We can scarcely doubt, however, that the Chinese anticipated from the embassy some special advantage, as without some material inducement they would not have entered upon such a costly undertaking. To the embassy itself, its pretended objects, and the individuals composing it, an amount of goodwill was shown, and a general feeling of consideration and forbearance manifested, such as are rarely extended to new enterprises, and to changes in national policy. The whole foreign community were so tired of Chinese stationariness and indolence that the moment the intention of the Peking Government was made known in the matter, there seemed to be a tacit understanding on all sides to give the new undertaking the most favourable consideration and support, and to offer it every opportunity of showing its value by achieving success. Consequently, if there were in the embassy and its members the elements of success, there was nothing, and promised to be nothing, in the conduct of the public, which would interfere with it, or come into conflict with its objects. But this great enterprise, to characterise which in adequate terms dictionaries have been ransacked for the biggest and highest-sounding words, seems on the high road to ruin from the injudicious advocacy of the head mandarin, Mr. Burlinghame himself. His best friends and those most anxious for the success of the embassy feel that in his speech at New York, before the excited and enthusiastic merchants of that great city, he has unmistakably given way to the exaggerating impulses of an after-dinner brain, and wandered in ecstatic imagination through a long seventh-heaven speech, which has been carefully printed, that calm, unimaginative, and well-informed people may criticise it at leisure. Indeed, it would seem that the China he represents is not large enough for his soaring aspirations, its people not numerous enough nor sufficiently civilised, its Government not free enough nor enterprising enough; and therefore he has with admirable dexterity sketched out a fancy picture of a China of which no one has ever heard, and palmed it off at Delmonico's, on a not too critical audience, with the most complete assurance. We were prepared for some display of grandiloquence and a slight exhibition of pinchbeck oratory on Mr. Burlinghame's part, because he naturally has large views of the importance of his mission. But when he comes forward and seriously speaks of China as a civilised nation, and its people as a great and noble people on a level with the nations of the West; and when he announces that the Chinese are burning to receive merchants and missionaries, and to have the shining cross planted on every hill and in every valley, we feel that he has far exceeded the limits of pardonable exaggeration. The case has been misrepresented; the attitude of the Chinese is in most respects precisely the reverse of what their apologist has endeavoured to make the New York merchants believe, and henceforth the Chinese embassy stands before the world in a false position.

How will the representatives of the oldest, largest, and most homogeneous, most polite, and most sober nation in the world fare in Europe after the embassy has committed itself to all the absurd and erroneous positions which Mr. Burlinghame has laid down? Even if European statesmen are actuated by the most generous intentions towards the representatives of China, it is ridiculous to expect that they will receive the sentiments uttered in New York as sober realities, when the very fact of Mr. Burlinghame's mission to the Western Powers is itself a complete refutation of the accuracy of the condition of affairs which he has described. In San Francisco Mr. Burlinghame kept himself fairly within bounds, and we were in hopes that he would do so to the end. But in this we have been mistaken, and we cannot now look forward with much confidence to his success in Europe. Moreover, the solemn and pompous trifling which has taken the form of a treaty between the United States and China, is one further evidence of the hollowness of the whole mission, when its members attempt to make their powers and objects seem that which they certainly are not. Mr. Burlinghame is not content with being the exponent of Chinese views, and the apologist for their short comings and backwardness, he cannot remain satisfied with being simply their representative in an experimental mission to the West. His ambition soars above his position; and instead of accepting the conditions of the mission as they are, and acting in a perfectly straightforward manner, he resorts to the expedient of having his name to a treaty, and then he imagines this will give importance to the embassy. We have already discussed this remarkable document at some length, and have found it simply to be nine articles of talk, with not one single new stipulation. It shows unmistakably that Mr. Burlinghame has no powers whatever from the Chinese Government to yield a single point which has been demanded; but he seems to have been authorised to repeat a few points of the treaty already existing, if by any means that could serve his purpose. The new treaty is a farce got up with a view to throwing dust in the eyes of ignorant people; but it requires little of the gift of prophecy to predict that European statesmen will not submit to go through the solemn sham of humouring Mr. Burlinghame's injudicious and meaningless whims. We repeat, the embassy has placed itself in a false position by the most astounding exaggeration, and has endeavoured to appear what it is not by concluding an empty and objectless treaty; and we fear that its prospects of success in Europe are thereby seriously impaired. We can only hope that we are mistaken.

LIST OF SILK SHIPPERS FROM SOUTHAMPTON AND MARSEILLES.

From 1st June to 4th September, 1868.

Adamson, W. R., and Co....	—	Hughes and Co.	18
Ashton and Co.	15	Jardine, Matheson, and Co.	894
Barnet, Geo., and Co. ...	1,143	Jarvie, John, and Co. ...	822
Birley, Worthington and Co.	586	Meynard and Co.	80
Bland, J.	743	Milsom and Tod	819
Borneo Company	788	Nachtrieb, A., and Co. ...	160
Borntraeger and Co. ...	294	Overweg and Co.	537
Bourjau, Hubener, and Co.	442	Petrocochino and Co. ...	412
Bovet Bros. and Co. ...	819	Pustau, Wm., and Co. ...	870
Bower, Hanbury, and Co. ..	1,151	Primrose and Co.	822
Bradwell, Bloor, and Co....	27	Reid and Co.	128
Brand, Monro, and Co. ...	2,129	Reiss and Co.	25
Bouissonet, E.	33	Russell and Co.	1,176
Carter and Co.	741	Sassoon, David, Sons, & Co.	1,849
Chapman, King, and Co. ...	357	Scheibler, Matthai, and Co.	281
Coutts and Co.	96	Shaw Brothers and Co. ...	812
Cumine and Co.	416	Siemssen and Co.	829
Dow and Co.	112	Skeggs and Co.	1,473
Fogg and Co.	7	Textor and Co.	640
Gamwell, F. R.	133	Thorne Brothers and Co. ...	56
Gibb, Livingston, and Co...	924	Turner and Co.	379
Gilman and Co.	1,004	Ulysse, Pila, and Co. ...	236
Glover and Co.	38	Westall, Brand, and Co. ...	106
Gutschow and Co.	95	Wilkinson, Alfred, and Co.	533
Heard, Augustine, and Co.	316	White, F. G.	41
Helbling and Co.	316	Miscellaneous	148
Hogg Brothers	730		
Holliday, Wise, and Co. ...	30	Total bales	22,189

SHIPPING POSTSCRIPT.

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ARRIVALS.—November 2, at London, from Canton, Golden Spur; at Deal, from Shanghai, Whinfell, Argonaut; 1, at Falmouth, from Akyab, for Copenhagen, Coquetdale; —— at Queenstown, from Rangoon, Moonbeam; October 21, at New York, from Singapore, Ocean Belle; November 3, in the Downs, from Shanghai, Helen Nicholson; 2, from Foochow, Deerfoot.

DEPARTURES.—Oct. 31, from Liverpool, for Singapore, Hebe, Eleanor Dixon; from Hamburg, for Hong Kong, Ceres; 31, from Liverpool, for Manila, Rosa del Turia; for Mauritius, Penang, Singapore, Hong Kong and Shanghai, Diomed, steamer.

LAID ON.—At London, for Shanghai, Lennox Castle, Whiteadder; at Liverpool, for Capetown and Singapore, West Indian; for Mauritius, Penang, Singapore, Hong Kong and Shanghai, Achilles, steamer; for Galle, Adler.

SPOKEN.—Lily of Devon, Cardiff to Hong Kong, Sept. 25, 15 N., 28 W.

CASUALTIES.—A telegram from Shanghai, received at Liverpool Nov. 2, states the Ajax (str.), which sunk at her anchorage, had been raised.

MISCELLANEOUS.—At St. Helena, Sept. 30, Robertus Hendrikus, Mulder, from Batavia, and sailed for Rotterdam; Oct. 1, Johan Berlin (?), from Batavia, and sailed for Falmouth; 2, Noach, Looyen from Batavia; Patriarch Samhiri, Leon, from Padang, and both sailed for Rotterdam.

At TABLE BAY.—Sept. 21, Bezaleel, Challis, sailed for China.

BIRTHS, MARRIAGES, AND DEATHS.

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MARRIAGES.

BELL—SMITH.—On the 15th Sept., at Trinity Church, Shanghai, by the Rev. C. H. Butcher, British Consular Chaplain, Frederick Hayley Bell, Esq., to Elizabeth Mary, eldest daughter of J. Mackrill Smith, Esq.

DEATHS.

BURDON—On the 23rd Aug., at Peking, Stewart William, infant son of the Rev. J. S. Burdon.

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BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and nine months ended the 30th September have been issued. The following shows the total declared value of the exports of British and Irish produce and manufactures exported during September in the last three years:—September, 1866, £16,671,078; September, 1867, £16,145,584; September, 1868, £16,927,240. This statement shows a steady condition of the export trade, and even a slight increase over the corresponding month of the two previous years. The indication of recovery is the more worthy of notice because duringthe earlier months of the year a falling off had been presented, as will be gathered from the annexed export figures relating to the first nine months of the last three years:—Nine months, 1866, £141,936,898; nine months, 1867, £137,202,497; nine months, 1868, £133,704,263. The increase has been chiefly in cotton yarn and cotton manufactures—value as well as quantity—hardwares, linen yarn, machinery, iron, silk manufacture, and woollen manufactures, under each of which items there is a satisfactory though moderate improvement. The falling off has been in beer, coals, haberdashery, linen manufactures, and woollen yarn. The present returns give the "computed real value" of the principal imports for the month of August. The comparison stands thus:—August, 1866, £22,480,009; August, 1867, £20,748,046; August, 1868, £20,278,080. It would thus appear that we are not adding unduly to our imports of foreign and colonial produce. For the first months of the last three years the record stands as follows:—Eight months, 1866, £166,024,768; eight months, 1867, £149,683,946; eight months, 1868, £152,561,886. Among the articles free of duty imported raw cotton shows a falling off to the extent of about 40 per cent., mainly from British India; wool, on the other hand, has increased 150 per cent. over the corresponding month of last year. Of the articles subject to duty, and entered for home consumption, wheat exhibits a decrease; while the totals of coffee, flour, spirits, sugar, tea, tobacco, and wine are larger.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

TEA.

		1866.	1867.	1868.
Quantity for the month ended 30th September ...	lbs.	7,750,833	11,401,437	18,671,329
Quantity for the nine months 30th September ...	lbs.	87,305,533	79,079,835	89,995,934
Value for the month ended 31st Aug.		£185,219	£201,507	£317,798

RAW SILK.

From		For the Month ended 30th Sept. 1866.	1867.	1868.
China...	lbs.	—	13,059	—
British India... ...	,,	10,016	—	—
Egypt*	,,	373,600	378,971	1,089,117
Other Countries ...	,,	120,757	162,637	385,049
Total	,,	504,373	554,667	1,474,166
		For the Nine Months ended 30th Sept.		
China...	lbs.	83,695	40,016	50,024
British India... ...	,,	71,215	—	13,073
Egypt*	,,	2,210,787	2,706,597	3,640,478
Other Countries ...	,,	1,039,918	1,479,590	1,258,831
Total	,,	3,405,615	4,226,203	4,962,406

*In transit from India, China, and Japan.

COFFEE.

From		For the Month ended 30th Sept. 1866.	1867.	1868.
Ceylon	lbs.	5,520,509	11,430,949	8,915,863
Other British Possessions	,,	3,005,569	3,618,331	6,054,243
Total from all parts ...	,,	9,732,134	22,443,692	16,868,768
		For the Nine Months ended 30th Sept.		
Ceylon	lbs.	53,227,168	65,376,147	81,473,709
Other British Possessions	,,	14,280,048	12,009,252	23,609,221
Total from all parts ...	,,	87,164,963	107,335,258	132,557,149

RAW SUGAR.

From		For the Month ended 30th Sept. 1866.	1867.	1868.
Java & Philippine Islnds.	cwts.	46,287	31,102	129,111
Total from all parts	,,	1,126,384	964,133	1,694,350
		For the Nine Months ended 30th Sept.		
Java & Philippine Islnds.	cwts.	350,699	239,297	646,143
Total from all parts	,,	8,659,117	8,945,718	9,356,256

HEMP.

From		For the Month ended 30th Sept. 1866.	1867.	1868.
Philippine Islands ...	cwts.	8,668	—	22,631
Total from all parts ...	,,	130,818	101 932	157,316
		For the Nine Months ended 30th Sept.		
Philippine Islands ...	cwts	86,980	59,520	117,912
Total from all parts ...	,,	745,893	493,583	650,886

RAW COTTON.

From		For the Month ended 30th September. 1866.	1867.	1868.
China	cwts.	15,438	—	—
British India... ...	,,	724,712	1,094,399	654,616
Egypt...	,,	37,093	39,723	21,874
United States ...	,,	161,679	247,971	17,795
Total from all parts ...	,,	980,713	1,452,553	793,828
		For the Nine Months ended 30th September.		
China	cwts.	33,387	4,707	—
British India	,,	4,168,799	2,963,850	2,187,359
Egypt	,,	772,553	891,398	842,521
United States ...	,,	3,995,679	4,188,054	4,362,983
Total from all parts ...	,,	9,790,314	8,844,233	8,294,049

CLEARANCES FOR HOME CONSUMPTION.

		For the Month ended 30th September. 1866.	1867.	1868.
Tea from all parts ...	lbs.	8,491,802	8,641,222	8,877,930
Coffee from Ceylon ...	,,	1,472,601	1,382,440	1,373,415
Do. from all parts...	,,	2,318,948	2,466,071	2,548,756
Raw Sugar from Java & the Philippines ...	cwts.	9,349	53,679	29,884
Raw Sugar from all parts	,,	979,090	892,558	1,099,667
		For the Nine Months ended 30th September.		
Tea from all parts ...	lbs.	76,385,506	79,861,934	80,385,559
Coffee from Ceylon ...	,,	16,777,897	15,250,993	14,783,966
Do from all parts...	,,	23,418,065	23,899,437	23,132,814
Raw Sugar from Java & the Philippines ...	cwts.	134,900	359,475	561,796
Raw Sugar from all parts	,,	7,760,183	8,608,742	8,444,829

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th September, 1868, compared with the two previous years:

		1866.	1867.	1868.
Coffee...	lbs.	33,307,553	49,864,317	59,707,854
Tea	,,	83,862,890	75,313,452	69,033,031
Unrefined Sugar ...	cwts.	4,186,330	3,417,138	3,004,692

EXPORTS.

COTTON YARN.

To		For the Month ended 30th September. 1866.	1867.	1868.
China and Hong Kong	lbs.	579,450	791,376	466,000
Singapore	,,	272,800	450,840	102,950
Ceylon	,,	32.000	33,990	44.100
Total to all parts ...	,,	12,893,343	13,317,482	15,427,380
		For the Nine Months ended 30th September.		
China and Hong Kong	lbs.	3,606,596	5,517,224	4,854,981
Singapore	,,	1,250,744	2,122,700	1,187,950
Ceylon	,,	640,026	211,181	361,710
Total to all parts ...	,,	99,183,419	119,035,637	129,629,893

COTTON MANUFACTURES.

To		For the Month ended 30th September. 1866.	1867.	1868.
China and Hong Kong	yds.	9,763,479	29,513,245	37 727.187
Philippine Islands ...	,,	2,808,698	2,105,860	5,631,369
Java	,,	5,031,811	654,452	1,844,505
Singapore	,,	6,763,355	7,641,285	2,565,618
Ceylon	,,	1,673,062	1,734,616	2,369,389
Total to all parts ...	,,	236,122,896	250,424,092	288,330,588
		For the Nine Months ended 30th September.		
China and Hong Kong	yds.	128,051,313	130,191,072	240,722,039
Philippine Islands ...	,,	20,001,417	27,459,632	28,508,519
Java	,,	41,799,347	28,768,448	20,660,933
Singapore	,,	42,980,415	54,219,238	43,584,838
Ceylon	,,	18,654,302	14,818,102	19,775,780
Total to all parts ...		1,902,707,880	2,039,600,498	2,188,591,288

WORSTED STUFFS.

To		For the Month ended 30th September. 1866.	1867.	1868.
China and Hong Kong	yds.	1,574,572	2,024,534	1,482,653
Total to all parts ...	,,	18,768,750	19,116,823	22,368,206
		For the Nine Months ended 30th September.		
China and Hong Kong	yds.	15,835,644	18,254,078	15,710,673
Total to all parts ...	,,	175,678,420	162,329,310	176,522,140

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 30th September. 1866.	1867.	1868.
China and Hong Kong	yds.	158,230	180,053	96,325
Total to all parts ...	,,	2,837,589	2,928,377	2,238,137
		For the Nine Months ended 30th September.		
China and Hong Kong	yds.	1,443,087	1,188,378	1,518,219
Total to all parts ...	,,	27,225,681	24,557,571	18,476,304

LEAD.

To		For the Month ended 30th September. 1866.	1867.	1868.
China and Hong Kong	tons	53	571	1,028
Total to all parts ...	,,	3,337	3,155	3,933
		For the Nine Months ended 30th September.		
China and Hong Kong	tons	4,294	3,004	7,843
Total to all parts ...	,,	23,640	21,331	34,469

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and eight months ended 31st August, 1868, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Month ended 31st August. 1866.	1867.	1868.
China (exclusive of H. Kong)	£482,231	£372,438	£424,459
Hong Kong	128,647	252,895	151,792
Japan...	211,377	101,498	91,076
Singap. & Straits Settlements	151,395	154,993	130,832
Ceylon	99,006	53,933	70,651
Philippine Islands	166,570	69,525	120,164
Java	179,579	139,347	120,844
Siam	—	4,085	154
	For the Eight Months ended 31st August.		
China (exclusive of H. Kong)	£3,480,603	£2,813,451	£3,998,381
Hong Kong	1,671,092	1,416,101	1,525,066
Japan...	1,092,344	1,022,476	678,848
Singap. & Straits Settlements	1,286,645	1,563,463	1,043,888
Ceylon	700,700	500,267	542,126
Philippine Islands	582,200	778,234	638,032
Java	1,078,203	919,083	531,749
Siam	4,088	4,085	422

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all materials for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

WHARVES.

SINGAPORE.

NOTICE.

THE undersigned call the attention of Masters and Agents of Vessels discharging at this Port to the great advantage to be gained in point of convenience, despatch, and economy, by making use of their WHARVES at NEW HARBOUR.

With the assistance of Steam Cranes, a general cargo can be landed easily in a few days—or in about one-fifth of the time usually occupied discharging in the roads.

There are large, dry, and very commodious brick Godowns on the Wharves, which vessels have *free* use of for cargo while discharging.

The trouble and disputes with, and pilfering of cargo common among boatmen are avoided by vessels using the Wharves.

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The usual Mail for Alexandria, leaving Marseilles on the 29th of October, will correspond with the Meinam. No transhipment at Galle.

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Shanghae ...	Taitsing	A1 14 yr.	E.I.D.	Nov. 7
Shanghae ...	Gossamer ...	A1 15 yr.	W.I.D.	With des.
Kanagawa...	Hopewell(n.)	A1 13 yr.	W.I.D.	With des.

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Do.	Min.....	A1 13 yr.	E.I.D.	Nov. 10
Hong Kong..	Mary Nichol-	A1 13 yr.	E.I.D.	With des.
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Carwar, Mangalore., Calicut, & Cochin.	Bentuthr	A1 13 yr.	316	S.K.D.	Nov. 20.

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Mr. Bishop is determined to stop the imitation of his label, and will, without notice or delay, take proceedings in Chancery against any person who may copy or colourably imitate the same.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, Nov. 3, 1868.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 297.] LONDON, MONDAY, NOV. 16, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.		From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN —	Osaka and Hiogo	—	—	Sept. 12
	Yedo	—	—	Sept. 17
	Yokohama	July 18	Sept. 8	Sept. 19
	Nagasaki	—	—	Sept. 17
	Hakodadi			
CHINA —	Peking	—	—	Sept. 16
	Tien-tsin	—	—	Sept. 18
	Chefoo	—	—	Sept. 19
	New-chwang	—	—	Sept. 13
	Hankow	—	—	Sept. 20
	Kiu-kiang	—	—	Sept. 21
	Chin-kiang			
	Shanghai	July 31	Sept. 13	Sept. 26
	Ningpo	—	—	Sept. 24
	Foochow	—	—	Sept. 27
	Formosa—Tamsuy			
	Amoy	—	—	Sept. 28
	Swatow			
	Hong Kong	Aug. 18	Sept. 28	Oct. 2
	Canton	—	—	Oct. 1
—	Macao	—	—	Oct. 1
PHILIPPINES—				
	Manila	July 31	Sept. 13	Sept. 31
COCHIN-CHINA—				
	Saigon			
SIAM —	Bangkok	—	—	Oct. 1
BORNEO—	Labuan			
	Sarawak			
JAVA —	Batavia	—	—	Oct. 4
MALACCA STRAITS—				
	Singapore	Aug. 28	Sept. 30	Oct. 9
	Penang	—	—	Oct. 2

THE MAILS, &c.

The mail delivered this morning reached Suez two days before its due date, but the time gained has been lost between Alexandria and Marseilles.

The next inward mail will be that leaving Hong Kong on the 21st October, due here on the 30th inst. Telegrams in advance of it have been received *via* Galle, and will be found in the usual place.

Telegrams from Shanghai, *via* Kiachta, are to the 20th October, received here on the 9th inst. This line closes for the winter on the 24th inst., after which date no outward messages can be despatched.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Syria*, arrived Nov. 14.—From Yokohama: Mr. W. Davison, Mr. Simon, Mr. Beynotti, Mr. Barnavon, Mr. Meynard, Mr. Syed, and two second-class passengers. From Shanghai: Mr. J. F. Wallace. From Singapore: Mr. Markwald. From Galle: Mr. Alston.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive Nov. 21.—From Shanghai: Mr. and Mrs. Stent, Mr. and Mrs. Cato. From Hong Kong: Mr. Innes, Mr. G. King, Mrs. King and two children, Dr. Bell, Commander Bush, Mr. W. T. Miller. From Galle: Mr. and Mrs. Martin, three children, and servant, Miss Kellan, Mr. Charles Wheatley.

To Suez.—From Hong Kong: Mr. Ryrie, two children, and servant.

To Alexandria.—Mr. Grazioli and assistant.

By last mail to Southampton, per P. and O. steamer *Delta*, arrived Nov. 8.—From Hong Kong: Mr. F. Dodd, Mr. A. W. Rae, Mr. E. Syle, Mr. C. D. Hodge, Mr. and Mrs. Lapraik, two children, and servant, Miss Middlemist, Captain Barry, R.E., Mr. G. E. Riley, Captain Stubbs, R.N. From Shanghai: Mr. E. Dalrymple. From Singapore: Lieut. Thomas.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Nov. 14.—To Shanghai: Mr. A. Bean. To Hong Kong: Mr. Hirschfield, Dr. and Mrs. C. Scott, Mr. C. F. Nunn, Mr. W. H. F. Darby, Rev. R. O'Callaghan, Mr. Rippon, Lieut. Oldham. To Singapore: Mrs. E. M. Smith, Mr. L. W. Shaw, Mr. Strickland. To Ceylon: Mrs. and Miss Cocq, Mr. Percy Lee.

Per P. and O. steamer *Syria*, from Marseilles, Nov. 22. To Shanghai: Mrs. Russell Robertson. To Hong Kong: Mr. F. Temple. To Batavia: Mr. H. Lorch, Mrs. Lorch, Mr. F. J. Lorch. To Singapore: Mr. Gustar Nugar, Mr. and Mrs. A. C. Crookshanks, Mr. T. Dourie.

Per P. and O. steamer *Massilia*, from Southampton, Nov. 28.—To Hong Kong: Mr. F. W. Jarrard. To Ceylon: Mr. H.E. C. Grey.

Per P. and O. steamer *Ceylon*, from Marseilles, Dec. 6.—To Hong Kong Mr. F. Leyburn. To Ceylon: Mr. J. Stephens.

Per steamer *Diomed*, Captain Crompton, sailed from Liverpool, Nov. 1, 1868.—For Mauritius: Mr. H. Marin, Deputy-Assistant Commissary-General Ricard, Mrs. Falconer. For Hong Kong: Mrs. Clark, Rev. J. E. and Mrs. Mahood and infant. For Shanghai: Mrs. Insull and son, Rev. F. F. and Mrs. Gough, three children and governess.

Summary of News from the Far East.

JAPAN.

The following summary of Japan news to the 2nd of October—twelve days later than that brought by the P. and O. mail—has been received by the Pacific mail steamer *Japan*, which reached San Francisco on the 20th ult. :—

The Mikado had issued his proclamation, declaring that the city of Yedo, the capital of Japan, shall be hereafter called "Toakei," or the Eastern Capital. The port of Yedo was to have been opened to foreigners on the first day of October. The present Governor of Yokohama had requested that the foreign representatives be transferred to Yedo.

Intelligence from Nagasaki represents that the town of Negati (Negato ?) had been bombarded by steamers from Satsuma and Chosiu, and the place totally destroyed. No other military events of importance had occurred since the previous advices, although considerable fighting was reported, the advantage resting with the Northern army.

Advices of Aug. 22, from Costries (?) Bay, state that the steamer *Honan* had exploded, killing Geo. C. Herman, first assistant engineer, Mr. Bernard, third assistant engineer, and five Chinamen, and badly scalding the chief engineer, Mr. Harlon, and three Chinamen.

HIOGO AND OSAKA.

We have to report a particularly disagreeable occurrence at Kobe. On the night of the 31st August half-a-dozen midshipmen, whose names, we are truly sorry to say, are not in our possession, two from the U. S. *Oneida*, four from H.I.M. *Venus* and *Belliquese*, dined at a French restaurant in Kobe, after which they went to the Yoshiwarra, which we may as well, for the proper understanding of this affair, call for once by its English name of a brothel. After misbehaving themselves there—for even in such a place misbehaviour is possible—they turned out and smashed the lamp of an adjacent guard-house, a lamp, be it remarked, with the Mikado's crest upon it, and to natives as significant a symbol of power as the Eagle in American Consulates or the tricolour in front of a French Legation. The guard turned out, some of the midshipmen gallantly drew their revolvers and blazed away so soon as they saw that the Japanese did not draw their swords, and finally, after several shots had been fired, the party ran away down to the bund. There they again fired at a boatman, who paddled out from the wharf, refusing to take them off, and the quiet of the night was ultimately restored by the arrival of some men-of-war's boats, whose crews took the drunken boys to their respective ships.

The foregoing facts we take from the *Hiogo and Osaka Herald* of Sept. 5, whose account of the transaction is concluded by the following phrase :—"The commanders of the three vessels in question went to Governor Ito Shunski and apologised for the conduct of their countrymen, promising that the offenders should be punished." This affair occurred on Aug. 31. We (*Japan Times*) have letters from Kobe to the 11th inst., but are without any record of this promise having been fulfilled. We defer further comment until we learn what action has been taken in the matter.

The Kobe land sale took place on the 10th, when thirty-seven lots out of the seventy-four put up were sold at prices varying from 0.05 to 24 boos per tsubo above the upset price of eight boos. Truly, when a merchant can be found to buy their land at £3,000 per acre, we must retract the blame we lately heaped upon the native Government for greedily asking £750 for it. The land sale at Osaka is fixed for the 25th inst.; beyond this we have no news of any importance from the South.

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YOKOHAMA.

The P. and O. mail just delivered brings Yokohama advices to the 19th September. The outward mails of July 17 and 18 were received on the 7th and 8th September respectively, the English and French lines alike performing the distance in fifty-two days. The *Japan Herald* gives the following summary of news :—

The position of the two parties supposed to be engaged in a contest for supreme power in Japan remains unaltered. The Mikado's officers continue to collect duties at the open ports and to negotiate with the representatives of foreign Powers who have not yet recognised their master ; the rebel daimios of the north wait in their own provinces for a turn in their favour from the action of these diplomatists, who yet hesitate to declare themselves openly as anxious to restore the hated Shiogoonate. Neither party has sufficient confidence in its own strength to attempt anything serious against the other, and commerce languishes in an uneasy and uncertain atmosphere of peace, that may at any moment be convulsed by a thunderstorm of war. We have unconfirmed reports from Nee-e-gata of some days' fighting, the result of which is said to have been the retirement of the Northern troops from the place ; but the native authorities here still protest to the British Minister against foreigners resorting to the port, as they cannot yet open it to foreign trade under the necessary condition of guaranteeing security to foreign life and property. As, some months since, they told the Representatives of Prussia and Italy that there was no objection to Prussians and Italians resorting thither, and as the *Albion* and other vessels have been there and returned without the occurrence of any disaster, the Foreign Ministers are planted in face of a dilemma, and their contradictory notifications threaten an antagonism, the character and consequences of which are too serious for discussion in this gossiping summary of the fortnight's news.

We have more than one incident of considerable interest to commercial men to mention in the present number of the *Overland Mail*. The Japanese Government, under the 2nd Article of the Convention of Yedo of 1866, have demanded a revision of the tariff so far as regards silk and tea. The effect of their claim, if conceded, will be to increase the duty on the former staple, our chief article of export, from dols. 24.12 to 37.50 per picul. The British Minister and some of his colleagues have asked the opinion and advice of the Chamber of Commerce, which has appointed a special committee for the consideration of the question.

Out of the uncertain action of the Mikado's Government respecting the opening of Nee-e-gata has arisen a difficulty, fortunately soon settled, concerning produce bought there and at some neighbouring ports and brought hither for sale or shipment to Europe. The Custom-house authorities set up a claim to confiscate it, its importers being unable, of course, to show any permits to ship. This claim was resisted, and on very good grounds. The regulations of trade attached to the treaties forbid smuggling goods into unopened ports, and name the penalty of 1,000 dols. for every such offence. The Order in Council, which affects British subjects only, states (Cap. 92) that trading to unopened ports is a misdemeanour, and that any principal, agent, shipowner, shipmaster, or supercargo who may engage in it is liable, on conviction, to imprisonment up to two years, with or without hard labour, and with or without a fine not exceeding 10,000 dols., at the discretion of the Court. On the other hand, Art. 5 of the Convention of 1866 says :—

"All articles of Japanese production may be conveyed from any place in Japan to any of the ports open to foreign trade, free of any tax or transit duty other than the usual tolls levied equally on all traffic for the maintenance of roads or navigation."

Not a word is said here to indicate that such produce may not be brought from an unopened port to an open port by foreigners in foreign bottoms, and with this clause as leader of his team, it would appear that a merchant may drive the proverbial coach-and six through Treaties and Orders in Council alike, so far as this particular branch of the coasting trade is concerned. But we hope soon to hear that all this paper difficulty has been settled, and the new trade fully and formally legalised, by proclamation of the Mikado's intention to act up to his treaty engagements, and assurance of his power to carry them out.

H.M.S. *Rattler* left Yokohama for Hakodati, it was said, on the 9th inst., and the *Dupleix* followed her on the 12th. Various conjectures are hazarded as to their destination. It is said that their errand has some connection with the establishment of lighthouses on the coast, and again that a visit to the Kurile Islands is in contemplation.

Either the *Dupleix* or *Rattler* carries an agent of the Italian Legation empowered to arrest at Hakodati M. Giuseppe dell 'Oro, whose brother, M. Isidoro dell 'Oro, has already been imprisoned here. The order for these arrests came from Florence by wire, and the reason for them has not transpired. The recently discovered fraud in silk-egg cards is of course generally supposed to be the proximate cause, but we believe this to be an error.

We mentioned, a month ago, the appointment of Mr. Grinnell, of the U. S. Navy, and General Frank, of the U. S. Consular Service, to posts of considerable importance under the new Government. We have now to announce the resignation of the French and English officers engaged by the late Shiogoon to instruct their army and navy.

The local papers notice the departure of two gentlemen whose loss will be felt by the community—Mr. A. O. Gay, chairman of the Chamber of Commerce, and Mr. Davidson, the experienced and popular superintendent of the P. and O. Company's business at Yokohama. The former gentleman is succeeded as chairman of the Chamber of Commerce by Mr. R. V. Grahame. The agent of the P. and O. Company has decided to despatch a supplementary steamer to Suez direct, as an inducement to shippers of silkworms' eggs, which it is well known do not improve by being too much handled or disturbed.

CHINA.

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TIENTSIN.

A Tientsin correspondent writes :—

"The *Peking Gazette*, I believe, says the rebels are all beaten and killed ; but when I was at Taku the other day, several boats, full of people, came in from Ta-tsan, saying a great number of mounted rebels had just arrived there. A boy, formerly servant to one of the missionaries, has come into Tientsin, saying the rebels are in great numbers in that neighbourhood, 'their flags darkening the air.' We had some heavy squalls of wind and rain a few days ago, and a good deal of hail. One piece I picked up was as large as a small hazel nut. We are looking forward to T-seng-kwo-fan's arrival as affording some prospect that we may get the Chaitang coal mines open, or at least a road made to them, as he is reported to be in favour of mining."

CHEFOO.

We hear that gold diggers at Mosan, twenty-six miles from Chefoo, are covering their expenses, and making something over. As no complaints come from the other parties who remain out, it may be assumed that they are doing likewise. H.M.S. *Zebra* arrived in Chefoo on the 12th inst., from Nagasaki, and was to remain there for a week or so. The object of the visit has reference to the gold fields, but there seems no need of any interference at present. It is said that the Taoutai wished the commander to send some of his blue jackets into the country to arrest the men who are occupied in getting gold ; but the request was very properly declined, with an intimation that H.M.'s ships were not appointed to undertake the internal police arrangements of China. The Taoutai is thus left to his own resources, of which he fully appreciates the weakness ; so as all accounts from the mines show the diggers to be peacefully inclined, it is presumed that the local mandarins have made up their minds that the Feng-shuey are not dangerously affected after all.

SHANGHAI.

From this port our advices are to September 26. The English mail of July 31 arrived on September 13, with telegrams to August 17. Telegrams to August 23 had been received *via* Galle, and to September 1 *via* Kiachta.

Further intelligence has been received of Mr. Cooper's progress on his journey overland to Calcutta. The *N. C. Daily News* says : —"We have received news from Mr. Cooper, who had reached Bathang, on the frontier of Thibet, after a very hard journey of twenty days from Ta-tsien-loo, during which he had suffered greatly. The Chinese authorities had refused to allow him to cross into Thibet. He had been delighted to hear of a pass into Assam only fourteen days journey distant ; but though the officials were willing the native merchants had opposed his going this way, fearing an influx of Assam teas into Thibet. Shortness of funds prevented his waiting and trying to carry his point by persistence ; so he was obliged to accept the proposal of the authorities to pass him down to the frontiers of Yunan, thus falling back on his *dernier resort* of reaching Calcutta by way of Talee and Bhamo."

The *Evening Express* states that Ting, the Footai of Soochow, has been down upon a secret visit, having for its object the maturing of some arrangements for the suppression of robberies, which have of late become very prevalent.

The regulation by which small sums of money can be transmitted through the British Post-office to England is to be extended to Yokohama and Hong Kong after the 1st November.

Mr. Ney Elias' expedition, under the auspices of the North China Branch of the Royal Asiatic Society, for the purpose of examining the Yellow River, left this port in the *Fusiyama* for Chinkiang, whence they will proceed to the river *via* the Grand Canal.

A great deal of discussion has been given rise to by the erection of some posts in the Szechuen-road and other parts of the settlement, designed to carry a telegraph from Messrs. Russell and Co.'s house to the S.S.N. Company's godowns at Hongque. It appears that permission was given by the Works Committee of the late Municipal Council to erect them, on the condition that the thoroughfares would not be obstructed ; and that upon the poles being erected the telegraph constructor discovered that they would not answer, and immediately changed the plan without waiting for remonstrance. The delay of a day or two has naturally occurred, and the public, to whom no intimation that the Council had assented to the erection of the poles had been given, became somewhat loud in their complaints, though the chief grounds for discontent do not appear to be more than that the matter was not made public at the proper time.

H.E. the Hon. J. Ross Browne, the new American Minister to

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Peking, left on the 16th Sept., in the *Manchu*, for Tientsin and the capital.

Tseng-kwo-fan has been appointed to the Vice-Royalty of Chilhi, and will be succeeded by the present acting Viceroy of Fohkien, Mah.

(FROM OUR OWN CORRESPONDENT).

Sept. 25, 1868.

The last English mail left this on the 12th inst.. carrying with it the news of the outrages committed upon the Protestant missionaries at Yangchow, which outrages were not only winked at, but positively encouraged by the local officials and literati. You also heard of the departure of H.M.S. *Rinaldo* for Chinkiang, having Mr. Medhurst on board, who went up determined to obtain reparation, or at least to discover the reason of the set made upon the English residents. I may here remark, by the way, that these missionaries, whose names are now in everybody's mouth, are, so far as I know, the only Protestants who have adopted the native dress as well for women as for men. The women go about in pantaloons, and adorn their heads teapot fashion, and to-morrow, about the time that the *Ganges* is carrying this letter down the river, one of the men of the party is to be married in the English Church to one of the "teapot-ed" females. You may easily imagine that the barn which now does duty as a church will be filled to overflowing. All this, however, ought to go in parentheses, and therefore, apologising to you and your readers for the digression, I return to the mission of Mr. Medhurst. Having arrived off the entrance of the Grand Canal, Mr. Medhurst, Captain Bush, R.N., and about thirty marines and blue-jackets paid a visit to the Prefect of Yangchow, who (if you will pardon another digression) was formerly Hsien of Shanghai, and was removed in consequence of urgent representations made by all the foreign Consuls. Fortified by the presence of a military force, Mr. Meadows demanded from the Prefect and the Tartar General the issue of a proclamation forbidding the molestation of British subjects, the degradation of the mandarin who immediately instigated the assault, and full compensation for all injury done. Further, Mr. Meadows insisted upon the punishment of the literati who were concerned in the affair. The last demand the Prefect declared himself unable to accede to, and consequently it was arranged that the *Rinaldo*, with the Chinese magistrate following in his boat, should go to Nanking, where the affair was to be referred to Tseng Kuofan. As the latter has just been appointed Viceroy of the province of Chili, and as he is to be succeeded in the two kiang by Ma, the Viceroy of Chekiang and Fukien, who is notoriously hostile to foreigners, it was thought that Tseng would be glad of the opportunity of leaving a favourable impression after him in the minds of foreigners, and would, therefore, do speedy justice in the case. An interview was obtained, and everything that was demanded was promised. It must be remembered that the *Rinaldo* was then lying off Nanking. Now, however, unluckily, Captain Bush fell ill, and perhaps his illness, whatever it was, may have been so severe as to render it unadvisable for him to wait for the arrival of one of the American saloon boats, which, on an average, pass Nanking on the downward trip oftener than every second day. At any rate he did not wait, but brought his ship to Shanghai, as the most obvious way of transporting himself. Meanwhile, Mr. Medhurst was left to his own unsupported devices, and although he pushed the matter to such an extent, and exhibited so much diplomatic ability as well as earnestness, that the English residents in Shanghai are loud in his praises, the whole affair was a failure, the promised proclamation asserting the right of foreigners to rent land and houses at Yangchow was refused, the literati were said to be above punishment for such an offence, and the claim for damages to property was, without even the form of an investigation or report, cut down one-half. There the matter now stands, and "what will Alcock do?" is on every tongue. The Yankeeism "not much" appears to come naturally as the reply.

Of course in Shanghai, where, as you know, the peculiarly English style of opinion is predominant, the return of the *Rinaldo* elicited a series of groans publicly in the papers, and privately over every dinner-table in the Settlement. So far did this go that Mr. Medhurst felt himself compelled to give Captain Bush a medical certificate, or what amounted to the same thing. Impelled by a chivalrous feeling that does more honour to his heart than to his head he tried to excuse his colleague for bringing his ship away, and stated that he (Captain Bush) was so sick that he did not feel it would be right to *press* him to stay. The italics are mine, and I think you will agree that there is a sort of ironical bouquet, very subtle, yet still appreciable by an educated palate, in the Consul's apology for Captain Bush. That Captain Bush has immortalised himself in China there cannot be a doubt. I may be allowed to express a hope that the renown he has gained will not be held by the Admiralty to be sufficient reward for his services.

Complaints are crowding into the daily papers from all quarters, written by missionaries, who, according to their own accounts, are, both in their own persons and in those of their converts, subjected to continual persecution. We hear but one side of the story, and I fancy there may be another side. My experience of Protestant missionaries (with a few noble exceptions) and of native converts permits me to feel very confident in my own mind that there *is* some reason for the hostility which is shown.

From the north of China we have no news except that "the rebels are receiving vast accessions to their numbers in the neighbourhood of Tientsin"—a sentence which no doubt you keep in type. Perhaps 'tis true, but if it be so, and if it has been so for the period of twelve months during which it has been reported most religiously three times a month, it appears to me strange that nothing has come of it, or at least that no one in Tientsin knows anything about the bands which are said to be so close. Trade is not interfered with, and I yesterday met a Catholic missionary who has just completed a tour through the north and west, and who assured me that the roads within districts which are reported to be disaffected are as safe as those in places under Imperial protection, and often safer. I need not tell you the particulars that have reached us of Mr. Cooper's journey. No doubt you have already read them in the Indian papers. The bare fact is that he had reached the borders of Thibet, but was not allowed to cross the frontier. He will, therefore, attempt to reach India after passing through Yunan. It is easy to set in an arm-chair and criticise the labours of a traveller in a strange country; but it appears wonderful that so much difficulty should always be experienced by English explorers in China, although there is not a corner that has not been visited by Jesuit priests. The fact is so, and it may fairly be asked whether some of the difficulty is not of the travellers' own making. Ningpo letters contain nothing but an announcement of the formation of an amateur dramatic company, the members of which promise delectation for the winter to the inhabitants of that flourishing settlement, which some one has irreverently christened "Little Pedlington." The Chefoo diggings are said to be paying the expenses of the miners, including the cost of transit of supplies over the eighty li which separates the diggings from Chefoo. The officials are very anxious to stop the work, and are said to have lately requested the commander of an English gunboat to send up and arrest all British subjects engaged in mining. I can't vouch for this story, but, whether true or false, there were of course no steps of the kind taken.

We are not altogether without news from Japan although we can [as usual] make nothing of it, and we are [as usual] confident that the political portion of it will all be contradicted by next steamer. We are informed that the Mikado has had his power usurped by his uncle, that whichever gets the upper hand will remove to Yedo, and that the name of that city will be changed to Higashi-no-Kioto—whatever that means. So much may be "gammon," but an unfortunate circumstance has occurred at Yokohama, about which there can be no doubt. A party of English and French midshipmen who were dining at a foreign restaurant in the settlement adjourned after dinner to a house of ill-fame, where they made so unbearable a disturbance that they were put out. Opposite the door was a huge lamp on which the Mikado's arms were emblazoned. This proved too great a temptation, and accordingly it was smashed. The native guard then came up, and the "officers and gentlemen," I suppose anticipating an attack, drew their revolvers and let the Japanese have a volley. Fortunately, no mischief was done; the foreigners then ran away firing as they ran, and it was not until a boat's crew was landed that the young gentlemen could be brought to their senses. On the following day the commanders of the vessels to which the offenders belonged called on the governor and made a most ample apology, promising that the youths engaged in the broil should be severely punished. I notice, however, that the Japan papers seem to hint that the latter promise has not been kept.

Returning now to China, the only local items are the departure for Peking of the American Minister on the 17th inst., the wreck of the Ocean Steam Navigation Company's steamer *Ajax*, and an extraordinary number of fires in the native quarter of the settlement. Doubtless the loss of the *Ajax* has already been reported by telegraph. It seems that her shaft was disconnected for repair, and that the screw was secured by merely temporary lashings; the force of the tide caused these to give, and through the hole thus left she filled. There was very little cargo on board, but the mere weight of the ship herself is sufficient to make her raising more than doubtful. A local contractor, Mr. Batchelder, is to receive £45,000 if he succeeds in bringing her up, and his expenses are to be paid in case of failure. The first step has been taken. After numerous fruitless attempts on the part of European divers, a Chinaman has succeeded in plugging the hole, and the process of pumping out will commence immediately. A steamer built at the Kiang-nan (native) factory made her trial trip the other day. I did not witness it, but the papers are loud in praise. Even a modest share of success would under the circumstances be very creditable. The new church is rapidly approaching completion, and during the last week the appearance of rafters, which now cover in the transepts and chancel, promises that the middle of next year will see it completed. We have had a fair share of amusement in the shape of theatricals; an American troupe now occupy the pretty little "Lyceum," and on Tuesday evening next the "A.D.C." (Amateur Dramatic Company) open their season with "Plot and Passion." Judging by former seasons, we look forward to more enjoyment from the exertions of the A.D.C. than from any other source of amusement open to us. From gay to grave—reversing the quotation—the health of the settlement during the summer, which has now quite passed by, was most remarkable. Without any extraordinary exodus to Japan, or to the refuges for the sick, the number of deaths has been below the average. The truth of this may best be judged from the ghastly cemetery sta-

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tistics. The new cemetery was opened on the 27th of June, and since then there have been but nine interments, of which four were infants. None of the deaths arose from climatic causes—for dysentery may occur anywhere. I must not forget to mention a curious circumstance which occurred here on the 16th instant. There was a procession of Ningpo men, which takes place each year, in which hitherto a junk has figured conspicuously to typify *the* junk which is to carry each individual Ningpo man to his home On this occasion the junk was replaced by a brilliantly illuminated model of an American saloon steamer.

It is generally understood that the land regulations adopted on the 6th of March, 1866, and subsequently approved separately by each of the great Powers, will soon be formally approved by the committee of Ministers—native and foreign— in which case they will become the law of the settlement.

A letter, like a conversation, would be incomplete without some notice of the weather. After a long-continued drought the equinox has ushered in heavy showers, disappointing the members of the cricket club, who had commenced operations.

HONG KONG.

Advices from this port are to the 2nd October. The English mails of the 14th and French mails of the 18th August arrived out on the 21st and 28th September respectively, the latter conveying London telegrams to September 8. The local news is again very meagre, a series of murders supplying almost the only topic of discussion.

The following, on the working of the Gambling Ordinance, is from the *China Mail* :—"The change which is reported to have been made by his Excellency in the amounts paid by the gambling-house keepers is a curious exemplification of the manner in which Sir R. MacDonnell has set about 'suppression.' We believe that his efforts —on the principle of killing the goose which lays the golden eggs—will be completely successful, as even now the licensees are beginning to declare that it hardly pays to keep the hells open, especially since the European portion of the community are debarred from play at such places, by which all profits are diminished by one-third. But the Governor has shown his acuteness in taking all that can be got prior to the inevitable shutting-up which, in deference to the powerful party whose opinion he has despised, will ere long be definitely directed by the home authorities. It is to be hoped that no unpleasant remarks will be made about this proceeding on his Excellency's part when the whole matter is reviewed in the House, as those most bitterly opposed to licensed gambling can hardly resist a smile at the very unforseen way in which his Excellency has contrived to take 'suppressive' measures."

The Canton steamer was fired on and stopped the other day, because she attempted to pass the *Chun-hoi*, a Chinese gunboat in the service of the Canton Government, without hoisting her flag. The affair is thus related by the *Daily Press* :—

"On the steamer leaving for Canton on the 29th Sept., on her regular trip, when in the Cap-sing-moon pass, she was brought to by a shot from the *Chun-hoi*. The first officer of the latter was sent on board the *Kin-shan*, and as soon as he was safely on board Captain Benning quietly put his helm hard over and steamed for Hong Kong, with Mr. First Officer on board, where he was landed. After arriving in Hong Kong the agents of the steamer, with the captain, waited on the Governor, and we understand that the whole matter has been referred by him to Commodore Jones, as being one purely concerning the naval authorities. It seems that the captain of the *Chun-hoi* was not on board at the time, the first officer being in command, and having received orders from his superior to compel the boat, when she passed, to hoist her colours. When the shot was fired she had no colours flying, and the officer was without uniform when he boarded the *Kin-shan*. The *Chun-hoi* was still at anchor in her former position when the *Poyang* passed on the 29th ult., and, although she had no colours flying, nothing was said. The *Kin-shan* again proceeded on her trip about twelve o'clock on the 29th."

The Disarmament Ordinance has been repealed, as the Canton Government declined to continue their co-operation.

A fire brigade is being organised, and promises well for the future.

No further news had been received from Japan regarding the supposed *Providenza*, and the identity of the vessel is now doubted. The *Providenza* would appear to be a ship-rigged craft of 560 tons burthen, with varnished masts, of French build, and to have been painted with a yellow line. The vessel now in the hands of the Japanese is reported to be barque-rigged, of from 300 to 350 tons burthen, with white masts, and to have a white line painted round her. The coolie contracts found in the possession of the Chinese on board are dated May and July, 1867, and must have reference to the last trip of the *Providenza* to Callao, from which she returned on the 23rd April last, after having landed her cargo in safety. The conclusion to be drawn, therefore, from the finding of these contracts is not that the vessel is the *Providenza*, but that the coolies found on board are some of those who were shipped in the *Providenza* at Macao in the course of last year, who were landed by her in Callao about the end of last year or early in this year, and who must have now come from that port or from somewhere along that coast.

The captain of a vessel lately from Peru states that it was rumoured there, just before he sailed, that a vessel in the coasting trade, commanded by a Spanish captain, and with a Chilian crew ,had sailed from Callao some time previously with 15,000 dols. in specie on board, and some sixty or seventy of the coolies lately arrived in the *Providenza* and *Camilla Cavour*, and had never arrived at her port of destination, or been heard of along the coast. It is not improbable that the crew of this vessel may have murdered their captain, plundered the treasure, and gone off in the missing boats, leaving the coolies behind, who then, in the hope of recovering their liberty, may have shaped the best course they could towards China, and so blundered on the Japanese coast.

SIAM.

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It is with much regret we learn that his Majesty the King of Siam had been seriously ill with fever during the latter part of August and the whole of September, and that although on several occasions he seemed to be recovering, relapses always took place, and when the last steamer left, recovery was deemed hopeless. The fever is supposed to have been caught during the visit to Hua Wan to see the eclipse, and the jungle malaria at that place must be very virulent, for eight of the Siamese visitors of rank, who accompanied the King on that occasion, have died from fever since their return, including H.R.H. Krom Koon Rachasee, a nephew of the King. H.R.H. Somdetch Chowfa Chulalornkorn, the eldest son of the King, had also been ill with the fever, but had apparently quite recovered. His Majesty's favourite medical attendant was said to be H.R.H Krom Hluang Wongsa t'irat, a half-brother, but the King was also said to be fond of himself prescribing for his own case, and to be a good deal his own physician. Dr. Campbell had been called in on the 19th September, and thought favourably of the case, after taking note of the symptoms ; but, finding he could not have access to the Royal bedside in order to administer his medicines in person, he very properly refused to incur any responsibility by interfering second-hand, as it were, with the case, and withdrew altogether. The native Siamese physicians are said to have an unreasoning prejudice against quinine, which European doctors have found so invaluable in cases of fever. There seem to be good grounds for believing that had the King been prevailed upon to see Dr. Campbell, and undergo his treatment with quinine, &c., his recovery would have been insured.

His Majesty's death would be a great loss to the Kingdom of Siam. He has proved himself an able, enlightened, and liberal monarch, whom it will be difficult, if not impossible to replace, and we sincerely hope that our next advices from Bangkok will tell us that he has after all recovered.

A fire had taken place in Bangkok, of which no particulars are given, however, except that the loss was estimated at 20,000 ticals.

We regret to learn that the *Siamese Monitor*, a weekly paper, which has been in existence for some time, has become defunct. It has been succeeded by the *Daily Advertiser*, mainly an advertising sheet, but with a note or two of local news.

The last number of the *Monitor* to hand contains a long account of the expedition to Hua Wan to see the eclipse. The King of Siam evinced the most extraordinary liberality and munificence in feasting many thousands of his princes, officers, and people, together with many Europeans and Americans. A general invitation was issued to all foreigners in Bangkok, offering them a free passage by steamer to Hua Wan (140 miles) and back, comfortable quarters there and a free board. The cuisine, wines, &c., it is said, were both abundant in quantity and unexceptionable in quality. His Majesty, it is estimated, spent on the whole about 2,000 catties of silver, equal to 96,000 dols. Baron Hugon Le Tourneur, Captain of the *Sarthe*, is said to have contributed 20,000 dols. towards the expenses of the Commission, the French Government 10,000 dols., and the Chief Astronomer, M. Stephans, several thousand dols.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates from this port are to the 9th October. The outward mail of Aug. 28 was delivered on Sept. 30. The following summary of news is from the *Straits Times* of Oct. 9.

On the 26th ultimo. Messrs. Jardine, Matheson and Co's steamer *Glengyle* arrived from Calcutta, with telegrams from London to the 15th September. The *Reiver*, belonging to the same firm, left Calcutta three days before the *Glengyle*, but has not been heard of since, and it is feared that she has met the fate of the *Thunder*.

An Italian man-of-war, the *Principessa Clotilde*, arrived in this port from the Cape on the 27th ultimo, and has since proceeded on to Japan, to which station she has been appointed for three years. Her date from the Cape was 18th August.

The P. & O. Steamer *Columbian* arrived from Hong Kong yesterday morning and leaves with our home Mails at seven o'clock this morning, thus being here only twenty-four hours, in accordance with the new rule insisted upon by our ignorant, obstinate, postal authorities at home. Here is this steamer in a day before her time. She does not call at Penang. She will be days before her time in Galle. There is not a pretence of a reason for sending her away before Saturday. By despatching her this morning, immense inconvenience is caused to the whole community—most of whom must have sat up all night writing up their correspondence. The twenty-four hours' stay here is simply preposterous, and not to be endured.

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A large fire broke out on the evening of the 2nd October in the Gaylang district, half-way to Siglap, which resulted in the total destruction of a couple of sago manufactories and twenty-two attap huts; total loss estimated at 12,000 dols.

A large public meeting was held in the Town-hall on the afternoon of the 5th inst, to protest against the breach of faith on the part of the Home Government with this colony with regard to the military contribution.

The Legislative Council have held three sittings, one on the 28th Sept., one on the 1st Oct., and one on the 6th Oct.

At the first meeting a communication was received from the Indian Government, requesting an addition to the monthly postal subsidy of Rs. 1,000, contributed by the Straits Colony under the contract with the British India Steam Navigation Company. The Indian Government wish to have four weekly instead of monthly mails; hence the reason for the increase asked. The Council voted an addition of Rs. 87 to the monthly subsidy of Rs. 1,000. A discussion took place whether it would be preferable to have a Coinage Bill introduced in this colony, founded upon English law or upon the Indian Penal Code. The latter seemed to be in most favour.

At the meeting on the 1st instant, H. E. the Governor laid before the Council a brief despatch from his Grace the Duke of Buckingham and Chandos, announcing the Queen's approval and allowance of the Supreme Court Bill. There is not a word said about the petition sent home against the Bill, nor any notice taken of the letter of Mr. Napier, the Chairman of the Straits Association, calling attention to the petition. This implies simply studied discourtesy and disrespect to the residents of this Colony, unworthy of a Minister of the Crown, and calling for satisfactory explanation.

At the third meeting of the Council on the 6th instant two Ordinances were passed—viz., a Bill to Amend Ordinance No. 6 of 1867 and the Chinese Passenger Bill. Neither call for any comment. The Gambier Bill was rejected by the casting vote of the Governor. As a very considerable difference of opinion is known to exist on this question among the mercantile community, his Excellency probably exercised a wise discretion in postponing by his vote any legislation on the subject for the present. Petitions for and against the Bill were presented to the Council, and a considerable amount of correspondence has been published in this paper regarding the Bill of a lively and even acrimonious character.

We have been informed that the Dutch steamers belonging to Messrs. Besier and Jonkheym, of Java, have lately been purchased by the Netherlands India Steam Navigation Company, and will continue running between Batavia and this port.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Cotton Yarn: Considerable sales of 16-24s and 28-32s, prices firm. Grey Shirtings: A fair business had been done, and rates closed firm. White Shirtings had declined in value and were out of demand. T-Cloths: Nothing doing; quotations nominal. Spots and Brocades: Quiet, nominal, and unsaleable. Velvets: Small inquiry for Black at quotations. Taffachelass: A demand had again sprung up, but at unremunerative prices. Other Cotton Goods were not inquired for. Camlets: Little inquiry for anything but Black, which had been rather freely saleable at $17.50 to 18. Cloth: Black had been in large demand, and good business had been done, chiefly in Unions and Medium. Pilots were also in demand. Blankets: Strong inquiry, but no stocks. Metals: Very depressed. The following were the current quotations:—Cotton Yarn: Nos. 16 to 24, $48 to 49 per picul; 28 to 32, $51 to 52; 38 to 42, $48 to 49. Grey Shirtings: 7 lbs., $2.30 to 2.38 per piece; 8.4 to 8.8 lbs., $2.93 to 3.05. White Shirtings, 56 to 60 reed, $2.80. to 3; 64 to 66, $3 to 3.20; 68 to 72, $3.30 to 3.60; T-Cloths, 6 lbs., $1.90 to 2; 6.8 to 7 lbs., $2.10 to 2.30.; Turkey Red Cloth, 24 yards 32 inches, $2.80 to 3.10; Spotted Shirtings: White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Brocades, White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Velvets, Black, $9 to 10; Assorted, $8 to 9; Taffachelass (single warp), $2.60 to 2.75; (double warp) $3.20 to 3.50; Camlets, S., $16 to 17 per piece; S.S., $15 to 15.75; S.S.S., $13 to 14; B.B., $16 to 17; B.B.B., $16 to 17; Cloth, Broad, $1.50 to 2 per yard; Medium, $1 to 1.75; Union (54 inches), $0.80 to 1; Pilot and Army, $0.80 to 1.25; blankets, $0.70 to $0.75 per lb. Iron, Nail Rod, $3 to 3.50 per picul; Hoop, $4.25 to 4 50; Bars, $2.75 to 3.50; Pig, $1.30 to 1.50; Wire, $6.50 to 7; Lead, $7 to 7.75; Tin, $17 to 18; Tin Plates, $8 to 8.50.

NAGASAKI.—Messrs. Alt and Co.'s Circular is as follows:—"Our market has experienced a somewhat improved demand for some classes of cotton manufactures, and prices rule somewhat higher than in our last quotations. Fancy Prints especially have found a few purchasers at the undermentioned rates. In woollen goods we have little to report. Some sales have been made of Lustre Orleans and Camlet Cords, but stocks being in excess of present demand, no improvement in prices has taken place. Camlets and Figured Orleans meet with small sales, the former having met with some little inquiry lately. Lead: We have no sales to report since our last circular, and prices asked have declined. Of Nail Rod Iron the stocks still continue in excess of demand. Saltpetre is saleable at previous quotations, $8 to 8.50, and supplies small. Quotations:—Grey Shirtings, 7 lbs., $2.25 to 2 30 per piece; do., 8¼ lbs., $2 85 to 2.95; T-Cloths, 6 to 7 lbs., $2.10; American Drills, $3 80 to 3.90; White Shirtings, 64 reed, $2.80 to 3.30; White Spots, $2.90 to 3; Dyed do., $2.90; White Brocades, $3.10 to 3.15; Dyed do., $3.10 to 3.15; Damasks, $3.70 to 4.20; Fancy Prints, $2.10; Turkey Red Prints, $3.45 to 3.50; do. Cambrics, $2.90 to 3; Taffachelass, $2 to 2.45; Camlets, S, $13 to 14; do., S S, $12 to 13.50; do. S S S, $11.20 to 12; Long Ells, 12 lbs., $7 to 8.45; Cotton Velvets, $7 to 7.70; Orleans, Lustre, $7 to 8.45; do., Figured, $4 to 4.60; Camlet Cords, $4 to 4.20; Crape Lustres, $8 to 9; Lead, $7 to 7.20; Iron, Nail Rod, $3.15.

SHANGHAI.—There had been a very dull and inactive market for almost all classes of goods since last mail, and there were no signs of improvement. This state of matters had been partly caused by over-speculation by natives and foreigners, and partly by the approach of the quarterly settling day. Grey Shirtings: Only 20,000 to 25,000 bales were reported as placed from first hands, and these sales were effected during the early part of the fortnight. Later on there had been no disposition shown by natives to buy, unless when cheap goods had been offered for cash. The nominal quotations were Tls. 1.95 to 2.03 for 7 lbs., Tls. 2.27 to 2.33 for 8 lbs., and Tls. 2.65 to 3.10 for 9 lbs. to 9.12 lbs. Cash sales had been effected at several candareens under these figures. The stock was estimated at 550,000 bales, and the current rates did not hold out any inducement to shippers from Hong Kong or Japan. T-Cloths: Moderate sales had been effected at reduced rates, but the general demand was very inactive and buyers were far from inclined to operate. 6 lbs. Mexicans had been placed at Tls. 1.70 per piece. White, best 7 lbs., could not be quoted over Tls. 2.05 per piece. 8lbs. Cloth continued heavy in stock, with only a small demand for local consumption. White Shirtings had again declined in value, and a further fall had to be noted. Holders did not press sales, but buyers seemed to have the market very much in their own hands. Drills: English goods had remained in small stock, and the inquiry had been moderately active. Best makes were quoted Tls. 4.40 to 4.45 per piece, and as the consumption was going on steadily at all the outports, there seemed no reason to predict any decline, unless stocks were materially increased. Sales of American goods had transpired at irregular rates, best chops having realised as high as Tls. 4.70 per piece, but the general market was slightly below this figure. Jeans: A small parcel of American had been sold at Tls. 3.65 per piece. Sheetings were dull of sale, the nominal quotation for American 15 lbs., being Tls. 4.20 per piece. Fancy Goods: A small inquiry had existed for Dyed Brocades at Tls. 2.80 to 2.90 per piece, which had been met to a moderate extent by importers. Chintzes had commanded some attention, but at very low rates. Black Velvets had been wanted for shipment to Japan, best goods having found ready buyers. Woollens.—Camlets: The only colours asked for had been Green and Black, while ordinary assortments had been almost impossible to place. Spanish Stripes: Sales of good assortments of C. P. H. were reported at Tls. 61 to 62½, but the general demand was very languid. Long Ells were quiet at last prices. Figured Orleans: Best patterns and assortments were readily saleable, but ordinary makes difficult to move unless at very low rates. Fancy Woollens remained very quiet, with only a retail demand. Metals: Very little change was noticeable in the market for metals. Lead was dull of sale. Tin Plates were inquired for at very low prices. Nail Rod Iron of suitable sizes was saleable. Hoop, Flat, and Round, were in no demand. Coals: Sales of Cardiff had been made at Tls. 10.7.5 from ship in lots, of American Coals at Tls. 11.8.5 for part cargo, and of Australian at Tls. 9 to 9.2.5 per ton for cargo and portions of cargoes. A small parcel of Formosa Coals had also been sold at Tls. 6.7.5. In English and Japan Coals no transactions had taken place, and the market generally was quiet. Arrivals: 2,765 tons from Australia, 300 tons from Japan, 1,340 tons Formosa, and 991 tons from Saghalien; total, 5,396 tons, which 300 tons were to order. The quotations current at the departure of the mail were as follows:—G.E. Grey Shirtings, 38½ yards 39 in. 7 lbs., per piece, Tls. 1.0.6 to 2.0.0; 8¼ to 8½ lbs., Tls. 2.3.0 to 2.3.5; 9 to 9¾ lbs., Tls. 2.8.0 to 3.1.5; White Shirtings, 40 yds. 36 in. 52 reed, Tls. 1 8.5 to 1.9.0; 56 reed, Tls. 1 9.5 to 2.0.5; 60 reed, Tls. 2.1.0 to 2.1.5: 64 reed, Tls. 2.2.5 to 2.3.0; 66 to 72 reed, Tls. 2.3 5 to 2.7.5; American Drills, 40 yds. 30 in. 15 lbs., Tls. 4.5.0 to 4.7.0; Jeans, 30 yds. 30 in. 10¼ lbs., Tls 3.6.0 to 3.7.0; Sheetings, 40 yds. 40 in. 15 lbs., Tls. 4.2.0 to 4.3.0; English Drills, 40 yds., 30 in., 12 to 15 lbs., Tls. 4.3.0 to 4.4.0 T-Cloths, 6 to 7 lbs., 24 yds., 32 in., Tls. 1.5.0 to 2.0.5; 8 to 8.4 lbs., 24 yds., 36 in., Tls. 2.2.5 to 2.3.5; Handkerchiefs, Blue, per doz., Tls, 0.6.2. to 0.6.7; Brown, Tls. 0.5.5 to 0.6.0; Spotted Shirtings, White, 40 yards 36 in., per piece, Tls. 2.2.8 to 2.3.0; Dyed, Assorted, Tls. 2.5.0 to 2.6.5; Brocades, White, 40 yds. 36 in., Tls. 2.3.0 to 2.3.5; Dyed, Assorted, Tls. 2.8.0 to 2.9.5; Damasks, Assorted, 40 yds. 36 in., Tls. 4.0.0 to 4 5.0; Velvets—Black, 22 in., per yd., Tls. 0.2.0 to 0.2.1½; Blue, 22 in., Tls. 0.2.1. to 0.2.2; Spanish Stripes, Tls. 0.5.7 to 0.7 5; Medium and Habit Cloths, Tls. 0.9.2 to 1.2.0.; Camlets, English, S, 56 yds., 31 in., per piece Tls. 13.5.0 to 14.2.0; S.S., Tls. 12.5.0 to 13.0.0: SSS. Tls. 10.0.0 11.0.0 to; Long Ells, Scarlet, 24 yds. 31 in. 12lbs., Tls. 6.5.0 to 6.6.0; Assorted, Tls. 6.8.0 to 7.0.0; Lastings, 30 yds. 31 in., Tls. 11.C.0 to 12.0.0; Crape Lastings, 30 yds. 31 in., Tls. 8 to 9.5.0; Lustres, Tls. 4.4.5. to 4.6.5; Metals.—Iron: Flat and Round, per picul, Tls. 2.4.0 to 2.5.0; Nail Rod, Tls. 2.2.0 to 2.5.0; Hoop, Tls. 2.6.0 to 2.8.0.

HONG KONG.—Messrs. Olyphant and Co.'s report, dated 1st October, contains the following:—Cotton Yarn: English manufactured has further declined $2.50 per bale, having still to compete with Bombay spun and Singapore grades, and holders being more desirous to realise in view of the late advices from home markets. Bombay and Singapore kinds find buyers owing to their comparative cheapness: price, and not quality, being apparently the great desideratum in the eyes of native dealers. Of the sales reported, 105 bales Nos. 16 to 24 are of Bombay make, and 40 bales ditto Singapore grades. Piece Goods: Trifling sales of Manchester goods of direct import have been made at a decline of about 5 cents, and some 6900 pieces spotted 84 lb. Grey Shirtings have been taken at $2.75 and 2.77½ per piece, the balance of the transactions in Grey Shirtings and T-Cloths being made up of parcels received from Singapore by native Hongs. All staples of direct import are fully 5 cents lower, and values still tend downward, late advices and the anticipated receipt of considerable supplies rendering importers weak. English and Dutch Drills are still inquired for, and have further advanced. The one small parcel of American on offer at date of our last has been shipped to Shanghai, and there are now no American Cotton Goods in stock. Woollens: The demand usual at this season of the year has not yet set in, and quotations for Long Ells, Lastings, Crapes, and English Camlets are lower, but no sales of the latter two have taken place. Blankets and

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Dutch Camlets are unchanged in value, and a few small sales of Spanish Stripes have been made at higher rates, a moderate inquiry existing for the best qualities of favourite makes. Metals: Nail Rod and Bar Iron have further declined 20 to 25 cents per picul, but a fair business has been done at the reduced values. Hoop Iron is 5 to 10 cents lower. Wire and Steel firm. Fair sales of W B Lead were made shortly after despatch of last mail at our last quotations, but all descriptions have since materially declined; a parcel of L B, large pigs, is offered "to arrive" at $6.75 per picul. Tin is very scarce, and under the influence of a demand for shipment North has materially advanced. Tin Plates are again lower. Quicksilver firmer. Coal: Arrivals have been—940 tons English, 300 do. of Patent Fuel, and 700 do. Anthracite—all to consumers, and 1,100 tons Welsh, which are on the market. The only sale has been 462 tons English, at $10.25, showing a further decline. Welsh Coal, too, is again lower, but we make no change in values of Sydney, holders being somewhat firmer. There is no inquiry for Anthracite. The current quotations were as follows:—Cotton Yarn, Nos. 16-24, per picul, $125 to 121; Nos. 28-32, $140 to 150; Nos. 38-42. $155 to 150. Grey Shirtings, 7 to 7¾ lbs., per piece, $2.50 to 2.52; 8 to 8¾ lbs., $2.72 to 2.90; 9 to 10 lbs., $3.55 to 4.50. White Shirtings, 54-60 reed, per piece, $2.50 to 2 60; 64-66, $3.95 to 3.15; 68-72, $3.10 to 3.20; White Spotted ditto, $3.15 to 3 10; White Brocades, $3.15 to 3.20; American Drills, 30 yards, $3.10 to 2.95; 40 do., $4.47 to 5.30; Grey T-Cloths, 24 yds. and 32 in., $2.70 to 2.75; 24 yds. and 36 in., $2.57 to 2·65; Dyed Spotted Shirtings, $3.95 to 4.05; Dyed Brocade do., $3.95 to 4; Dyed Damask do., $7 to 6.60; Chintz, $2.35 to 1.55; Handkerchiefs, Blue, per doz., $1 to 0.90; Brown, $0.88 to 0.90; Red, $1.05 to 1.40; Velvets, Black, 22 inch, per yard, $0.60 to 0.55; Gentian, 22 do., $0.42 to 0.49; Velveteens, Black, $2.90 to 2.35; Spanish Stripes, per yard, $1.02 to 1; Long Ells, MM Scarlet, per piece, $8.95 to 9; Do. Assorted, $9.15 to 9; HH Scarlet, $8.85 to 8.90; Do. Assorted, $8.90 to 8.80; Camlets, SSS, $15 to 15.75; SS, $17.50 to 17.25; S, $17.75 to 18; D, $18.25 to 18; BBB, $22.75 to 22 50; Lastings, $16.10 to 16.50; Iron, Nail Rod, Nos. 1 to 6, $2.20 to 2.40 per picul; Hoop, $3.10 to 3.20; Bar, $1.80 to 1.85; Small Round Rod, $2.60 to 2.95; Wire, $8.30 to 9; Lead, large, $8.60 to 8.40; Steel, English, $4.30 to 4.50 per tub; Swedish, $6.20 to 8.80; Tin, Malacca, $24.30 to 24.50 per picul; Tin Plates, $7.20 to 7.25 per box; Sheathing Metal, $23.70 to 27 per picul; Quicksilver, $65.50 to 66; Spelter, $5.50 to 5.40; Coals, afloat, English steam, $14.50 to 14 per ton; American Anthracite, $10.20 to 10; Sydney, $8.40 to 8.30; Window Glass, $3.25 to 3.23 per box.

TIENTSIN.—The market was dull and prices lower. Communication with the interior was greatly impeded by the swollen condition of the river and canals.

FOOCHOW.—The only sales during the fortnight had been 1,000 pieces. Grey Shirtings at $3.20 per piece and 500 pieces, 7 lbs. T-Cloths at $2.50 per piece.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—There had been an active demand during the fortnight, and consequently a large business had been done; settlements consisting of all grades were computed to be fully 4500 piculs, almost entirely for the American market. Prices had been fully maintained at last quotations, and no reduction was expected. Stocks were reduced and were small, there being only about 1500 piculs of available leaf on the market. The Lanercost sailed on the 13th Sept. for New York with 342,019 lbs.; the Yokohama was loading for the same port. Quotations:—Common, $22 to 23 per picul; good common, $24 to 25; medium, $25 to 26; good medium, $28 to 30; fine, $30 to 35; finest, $36 to 40; choice, nominal.

SHANGHAI.—Black: There had been a good business done during the fortnight; for some days after the departure of the mail, at about former rates, but later, consequent on unfavourable advices and the rapidly increasing export, at easier rates, some settlements showing a decline of ½ to 1 tael on common to fair, and 1 tael on medium kinds. Arrivals from the river ports had been liberal, and the stock continued of fair magnitude, but with few desirable parcels in it. Settlements for the fortnight, 18,170 chests; reshipments on owners' account, 6014 chests; stock, 94 chops, or 30,344 chests. Quotations (duty paid, exchange for credits, at 6s. 1¾d. per tael, and freights at £2. 15s. per ton):—Hohow, common, 11¾d.; Oonam, common to fair, 1s. 1¾d. to 1s. 2¾d.; Ningchow, common to fair, 1s. 2d. to 1s. 3½d.; Oopack, common to good, 1s. 2½d. to 1s. 7d. Green: These also were in demand during the early part of the fortnight, for shipment to New York *via* San Francisco, and prices were well maintained, especially for better kinds. Since the departure of the steamer there had been less inquiry, and the decline quoted in finest in the last report was well established; medium kinds, too, were on the whole from one to two taels cheaper, but purchasing had been very irregular. The purchases had been: Moyunes at Tls. 41½ to 46¾, Fychow and Tienkais at Tls. 33¼ to 46, Shanghai-packed at Tls. 23 to 35, and Pingsueys at Tls. 31½ to 34½. Settlements for the fortnight, 24,132 half-chests; reshipments on owners' account, 988 half-chests; stock, 57 chops, or 36,496 half-chests. Quotations for Fychow and Teenkai teas (exchange, &c., as above) were as follows:—Gunpowder, 1s. 8d. to 3s. 8d.; Imperial, 1s. 3d. to 2s. 11d.; Young Hyson, 1s. 2d. to 3s. 1d.; Hyson, 1s. 2d. to 3s. 6d.; Twankay, 9d. to 1s. 7d.

HANKOW.—Settlements had been on a most limited scale, there being little demand even at a decline of nearly one tael on last mail's rates, and teamen preferred to take the chance of the Shanghai market to accepting such a decline as would induce operations. Not more than 1650 chests were reported sold, but native shipments reached 10,650 chests. Quotations were:—Oopacks, medium to good, Tls. 15.0 to 16.0, equal to 1s. 2d. to 1s. 2¾d. per lb.; Oonams, no settlements. Export of Tea from January 1, 1868, to September 18, 1868, 41,082,515 lbs.; January 1 to September 18, 1867, 29,321,167 lbs.

FOOCHOW.—Messrs. Rusden, Phipps, and Co. report as follows:—Congou: At the beginning of the fortnight the market was comparatively quiet, and in some instances parcels were settled slightly in favour of buyers, but latterly, owing to there being more business done for England than for some time, and Australian demand not having at all slackened, rates are very firm. Souchongs: No reduction in price. Scented: The same prices have been paid for parcels worse in quality than those previously settled. Settlements reported are—Congou, 14,059 chests 17,578 half-chests 1996 boxes at Tls. 6 to 30, equal 7d. to 1s. 10½d.; Souchong, fair to good, 430 chests 4318 half-chests 2092 boxes, at Tls. 18 to 28, equal 1s. 2¾d. to 1s. 8¾d.; Pekoe, common to good, 287 chests, at Tls. 25 to 29, equal 1s. 7¼d. to 1s. 9d.; Fine, 22 chests, at Tls. 47, equal 2s. 9¾d.; Scented, fair to good, 3096 boxes, at Tls. 20 to 22¾, equal 1s. 4d. to 1s. 6¼d.

CANTON.—The stock of country Congous was three chops, for which no inquiry existed in the first week of the interval. Scented kinds were moderately dealt in at about previous rates, but the news to hand, advising heavy losses on Overland Teas from this port, and anticipating an equally bad result for the early arrivals per ship, had caused buyers to keep out of the market. The following settlements were reported:—Canton District Congou, 800 boxes, at Tls. 20 to 22; Scented Orange Pekoe, 3500 boxes, at Tls. 24½ to 30; Scented Caper, 6500 boxes, at Tls. 16½ to 26; Canton Gunpowder, 1000 boxes, at Tls. 16 to 19.

SILK.

YOKOHAMA.—A quiet tone pervaded the market in the early part of the fortnight; but the slight weakness in prices thereby produced had brought buyers forward again, and a large business had been done; prices closed very firm at last quotations. $1000 had been paid for one or two little lots of Hanks, but they were of such extra quality that it can scarcely be denominated an advance. The continued disturbances in the North prevent, it is believed, the arrival of Oshu and other silks from that quarter. Settlements amount to 1000 bales, leaving in stock fully 600 bales. Silkworms' Eggs: A moderate business had again been done in eggs. Arrivals continued on a somewhat diminished scale, and fresh sales were about 150,000 cards. Sorts equal to the best of the early part of the season were very rare, and commanded as high rates as ever, say $3.75 for Sinchu, to $4.60 for Oshu; but the stock was largely composed of inferior and Bivoltini, and these sold at low rates, say 50 cents to $1.25. Good ordinary were worth $1.75 to 2.50. Total arrivals to date 1,700,000, against to date last year 600,000. Total settlements to date 1,450,000, against to date last year 550,000. The current quotations for Silk at date of departure of the mail (laid down in London at exchange 4s. 8d.) were as follows:—Hanks: Mybash, Nos. 1 and 2, 38s. 3d. to 39s. 10d.; Sinchu, Nos. 1, 2, and 3, 35s. 1d. to 37s. 1d.; Nos. 2, 3, and 4, 32s. 4d. to 34s. 4d.; Oshu, medium, 30s. to 31s. 11d.; inferior, 26s. to 28s. 4d.; Coshu, Nos. 1 and 2, 33s. 11d. to 35s. 6d.; medium, 29s. 7d. to 31s. 7d.; inferior, 27s. 7d. to 28s. 9d.

SHANGHAI.—The following report, under date Sept. 24, is by Mr. C. Holdsworth:—The latest advices received from England since the date of my last circular of the 10th inst. are by letters to the 1st August, and by telegrams, *via* Kiachta, to the 1st Sept., the latter announcing the Silk market "dull and irregular; Chop Thirds Tsatlee 30s., Red Peacock No. 4 Tsatlee 25s. per lb." Business here was resumed immediately after the departure of the last outward English mail, and settlements were made to the extent of about 900 bales, 827 bales of which were exported per M. I. steamer Dupleix on the 19th inst., since which date transactions have continued on a very limited scale, and the purchases for the fortnight are estimated at not over 1800 bales. The demand has again been chiefly for the finer classes, and consequently Re-reels and fine size Silks form the bulk of the settlements. Chop Thirds Tsatlee have been purchased at Tls. 550 to 565, which show a decline of Tls. 10 to 15 per picul on the quotations given in my last circular, but as the parcels settled consisted of No. 4 in far larger proportion to No. 3, the decline is not so great as at first sight it would appear to be; quotations for all other descriptions of Silk show a decline of Tls. 5 to 15 per picul. To-day, however, Tls. 560 are asked for Donky Chop and Tls. 575 for Tso Ping. The arrivals from the interior for the past interval have been very small, and notwithstanding the limited nature of the business transacted, the unsold stock is reduced to 4000 bales. As the high prices ruling in the Silk producing districts (which are higher than those current in Shanghai) prevent the Shanghai Hongs buying for this market except in small quantities, no considerable arrivals from the interior can be looked for at present. The current quotations (all charges paid at exchange 6s. 2d. per tael) were as follows:—Tsatlee, chop No. 1, none; No. 2, 31s. 3d. to 32s. per lb.; No. 3, 29s. 10d. to 30s. 11d. per lb.; No. 3½, 26s. 11d. to 29s. 1d. per lb.; ordinary No. 3½ and chop No. 4, 25s. 1d. to 25s. 10d. per lb.; ordinary No. 4, 23s. 3d. to 24s. 4d. per lb.; No. 5 and common, 24s. 8d. to 22s. 3d. per lb.; Karshing Taysaam, chop No. 1, 25s. 4d. to 26s. 5d. per lb.; No. 2, 23s. 9d. to 24s. 10d. per lb.; No. 3, 20s. 8d. to 22s. 9d. per lb.; Nos. 4, 5, and common, 18s. 1d. to 19s. 6d. per lb.; Chin Cum Taysaam, No. 1, none; No. 2, 20s. 2d. to 21s. 2d. per lb.; No. 3, 19s. 1d. to 19s. 6d. per lb.; No. 4 and common, 17s. 10d. to 18s. 7d. per lb.; Yuenfa and Hainings, chop No. 1, 25s. 10d. to 27s. 5d. per lb.; No. 2, 24s. 4d. to 25s. 4d. per lb.; No. 3, 22s. 3d. to 23s. 3d. per lb; No. 4 and common, 20s. 2d. to 20s. 8d. per lb.

CANTON.—The fifth crop was in the market, and has proved to be of very fine quality and abundant, being estimated to yield 900 bales. Settlements had been principally of medium and fine kinds, prices immediately after receipt of the home mail having receded so much as to induce buying. Considerable recovery from the lowest point had, however, taken place, although a reduction of fully $15 on last quotations may still be noted on all descriptions. Re-reeled Cumchook was procurable at $510 for No. 1. The settlements of the fortnight were estimated at 100 boxes of the latter, and 380 bales of other kinds. The following were the quotations:—Tsatlee, $495 to 515; Loongkong, $495 to 515; Kow-Kong, $450; re-reeled Cumchook, $540.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Sept. 14, Caractacus; from Cardiff, 10, Sarah Scott.

At SHANGHAI.—From Cardiff, Sept. 24, Cornelia; from London, Oct. 12, Laurel (reported by telegram).

At HONG KONG.—From Liverpool, Sept. 20, Psyche; from Cardiff,

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17, Jalawar; 24, St. Croix; 29, Arica; 30, Oscar Vidal; from England, 23, H.M.S. Mecanee; from Bremen, 23, San Francisco; from New York, 28, Competitor.

At MANILA.—From Liverpool, Sept. 16, San Fernando; from Cardiff, 18, Havfruen.

At SINGAPORE.—From Glasgow, Oct. 3, Harrington; from Cardiff, 4, G. Green; from Cardiff, 21, Claverhouse; from Hartlepool, 24, Eastern Star (reported by telegram). See also latest telegrams.

DEPARTURES.

From YOKOHAMA.—For New Yerk, Sept. 12, Lanercost.

From SHANGHAI.—For London, Sept. 11, Rollo; 18, Napoleon III.; 14, John Nicholson, Broadwater; 17, Stanley Castle; 18, Nile (str.).

From FOOCHOW.—For London, Sept. 18, John Milton. For New York, 17, Camilla.

From AMOY.—For New York, Sept. 10, Samuel Russell.

From HONG KONG and CANTON.—For London, Sept. 17, Luzon; 28, Nile (str.).

From MANILA.—For Liverpool, Sept. 22, Robert Pulsford; 24, Trinidad; for New York, 16, Witch of the Wave.

From SINGAPORE.—For London, Oct. 8, Geraint; 9, Nile (str.); for Bordeaux, Emile Irma; for Boston, Vine (str.); for New York, Sept. 30, Eastern Chief.

VESSELS LOADING.

At YOKOHAMA.—For New York, Grenadier, Queen of the Age, Yokohama.

At SHANGHAI.—For London, Hindostan, Pak Wan, Sir Harry Parkes, Sovereign of India, Rimac, Ornate; for New York, Borealis, Courier, Crest of the Wave.

At FOOCHOW.—For London, Sooloo, Windermere, Diamond, Ironside, Zingra, Charlgrove, City of Quebec, Smyrna; for Liverpool, Veronica.

At HONG KONG and CANTON.—For London, Bella, Chetah, John Lidgett, Corea, Shun Lee; for New York, Game Cock, Merida, Princess of Wales.

At MANILA.—For London, Antrim, Champion, Palm Tree; for Liverpool, Clytie; for Cadiz, A. Lorest Cervantes; for Boston, Bunker Hill.

At SINGAPORE.—For London, Zenobia; for Boston, Prince Waldemar.

At PENANG.—For London, R. Fletcher, M. Falconer.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: No vessel on the berth. To New York, per steamer, $45; sailing vessel, £3 10s. to £3 15s. per ton of 40 cubic feet.

At SHANGHAI.—The rate to London is £2 5s. to £3 per ton, and to New York, £3 to £3,10s.; except to Chefoo there is but little inquiry for tonnage for the coast.

At FOOCHOW.—To London: £2 10s. per ton.

At HONG KONG and CANTON.—Vessels on the berth for home are loading at £3 to £3 5s. per ton; tonnage is scarce; for the coast there is but little inquiry.

At MANILA.—Tonnage is plentiful, and rates have declined. The following have been the settlements:—Antrim, 992 tons, about 800 tons dry sugar at £3 10s., and Hemp at £4 10s. per ton, to London. The Clytie, 1,079 tons, about 460 tons dry sugar at £3 2s. 6d. per ton, and 100 tons hemp at £4 per ton, to Liverpool.

At SINGAPORE.—See "Latest Telegrams."

LATEST TELEGRAMS.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, NOV. 7.)

HONG KONG, OCT. 21.—Her Majesty's ship *Rattler*, Commander Stephenson, has been totally lost on the north coast of Yesso, Japan. The officers and crew were saved.

COMMERCIAL.

HONG KONG, OCT. 19.—Gray Shirtings, 6¼ catty, 8¼lb., $2.75. Water Twist, 16-24, $116. Cotton, Bengal, fair medium, $17½. Total export to date, 106,000,000 lbs. Exchange on London, bank bills, six months, 4s. 5¼d.

SHANGHAI, OCT. 14.—Gray Shirtings, 6½ catty, 8¼ lb., Taels 2.25. Cotton, Shanghai, 16¼ taels. Tea firm, and active demand. Silk, quiet, but previous prices maintained. Total settlements (Shanghai, Canton, Japan) since departure of last English mail, 3,750 bales. Export to date, 43,000 bales. Exchange on London, bank bills, six months, 6s. Freights, tea, £2 10s.

(PRIVATE TELEGRAM RECEIVED VIA GALLE, NOV. 15.)

SINGAPORE, OCT. 27.—The Tanjong Pagar Graving Dock was successfully opened on the 17th of October, when the steamers *Rainbow* and *Peiho* were docked together. Market for cotton goods steady at $2.70 for 8¼ lbs. Grey Shirtings, and $125 per bale for 40's Mule Yarn. Freight to England £2 15s. Exchange, six months' Bank bills, 4s. 5d.

(REUTER'S TELEGRAM RECEIVED VIA GALLE, NOV. 13.)

YOKOHAMA, OCT. 8.—A severe shock of earthquake has been felt at Hinggo (? Hiogo).

DEATH OF THE KING OF SIAM.

A telegram received this day from Galle, dated November 4, announces the death of the King of Siam.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN TABLES.—Off the Lizard, from Shanghai, Challenger. Off Queenstown, from Bassein, Bosphorus; Nov. 11, at Scilly, from Maulmain, Mont Blanc; 12, off Scilly, from Foochow, Lord Macaulay; from Macao, for Falmouth, Falke; 7, at Bremen, from Rangoon, E. V. Beaulieu; 10, at Belle Isle, from Saigon, Verena Collet; 15, at Falmouth, from Rangoon, Weljekset, from Hong Hong, Albert; 12, off Scilly, from Batavia, Robertus Hendrikus.

DEPARTURES.—From Rotterdam, for Sourabaya, Almonde, for Hong Kong, Constance.

LAID ON.—At Liverpool, for Galle, Cestrione; at Glasgow, for Singapore, Hon Kong, Yokohama, and Nagasaki, Ocean Queen (s.s.).

SPOKEN.—Robertus Hendrikus, Batavia to Rotterdam, Oct. 22, 23 N., 31 W.

CASUALTIES.—The Hebe (barq.), from Liverpool to Singapore, which went ashore on Bernard's Wharf, Fleetwood, Nov. 4, has been got off and towed into that port.

The Derwent, Gadd, from London to Colombo, put into Queenstown, Nov. 13, with damage, having been in collision.

THE LOSS OF THE "BENARES."

IN our issue of the 5th ultimo we inserted a letter from a passenger by this steamer, expressing surprise that in the finding of the Naval Court no notice was taken of the "sending off the passengers in the captain's gig, without an officer "or crew—without a compass, an atom of biscuit, or a drop "of water." In explanation of this, Captain M'CULLUM states that the boat had her usual crew, but was not provisioned because she was intended to remain alongside. The passengers were only put into her as a precaution in case the steamer should heel over, and she was never intended to leave unless that emergency arose. The passengers were not "sent off" at all, but took the matter into their own hands. Under these circumstances no blame can be attributed either to the action of the captain, or the working of the boat regulations on board the P. and O. steamers.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOOKER—On the 23rd Oct., at the Parade, Edmonton, the wife of Fred. Booker, Esq., of twin daughters.

BRADFIELD—On the 27th Aug., at Shanghai, the wife of John Bradfield, of a son, stillborn.

BROWNE—On the 4th Nov., at Woodgreen-common, the wife of Henry D. Browne, Esq., of a daughter.

CARTER—On the 5th Nov., at Grosvenor-street, Grosvenor-square, W., the wife of Harold M. Carter, late of Shanghai, of a son.

CASS—On the 29th Oct., at Presdales, Ware, Herts, the wife of Charles Cass, Esq., of a son.

DE CARTERET—On the 5th Oct., at sea, on board the *Alnwick Castle*, the wife of Frederic De Carteret, Commander, of a daughter.

HATTON—On the 11th Sept., at Yokohama, the wife of Mr. Alfred Hatton, of a daughter.

MILLER—On the 14th Sept., at Yokohama, the wife of Mr. Thomas Wilson Miller, of a daughter.

PUSTAU—On the 9th Nov., at No. 19, Palmaille, S. S. Altona, Mrs Wm. Pustau, of a son.

MARRIAGES.

BIETRIX—ZANZI.—On the 24th Oct., at Brompton, Jean Claude, second son of Monsieur Camille Bietrix, of Lyons, and Chateau de Glene, Bourbonnais, France, to Alexandrina, only child of Alexander Zanzi, Esq., of 30, Brompton-crescent, South Kensington.

CAREY—HOWELL.—On the 27th Oct., at Neuchatel, Switzerland, at the Hotel de Ville and at the Church of Serrieres, by the Rev. L. de Bellefontaine, Henry William Carey, of Sutton, Surrey, late of China, third son of James Carey, of Mincing-lane and Tunbridge Wells, to Helen, only surviving daughter of William May Howell, of Carshalton, Surrey.

CHURCHILL—MILLETT.—On the 23rd Oct., at Ewell, Surrey, by the Rev. Sir G. L. Glyn, Bart., George Cheetham Churchill, F.G.S., to Rosaline, third daughter of the late Frederic Millett, Esq., Bengal Civil Service, and Member of the Supreme Council for India.

DAVIES—RENNARD.—On the 4th Nov., at Marnhull Parish Church, by the Rev. Henry Bristowe Wilson, B.D., vicar of Great Staughton, Hunts, George Robert Davies, Esq., of Yokohama, Japan, to Margaret Eliza, second daughter of the Rev. Robert Bruce Rennard, M.A., rector of Marnhull, Dorset.

GREEN—DUPPA.—On the 31st Oct., at St. George's, Hanover-square, by the Rev. Wm Graeme Gibson, vicar of Hellingbourne, Kent, John Philip Green, Esq., of Ceylon, to Mary Anne Catherine widow of the late Bryan Edward Duppa, Esq., of Hucking-hill, Kent, and daughter of the late Walter Long, Esq., of Rood Ashton, Wilts. No cards.

HEARD—LIVINGSTON.—On Wednesday, Oct. 28, at Callander House, Tivoli, New York, by the Rev. Mr. Platt, Albert Farley Heard, of Ipswich, Massachusetts, to Mary Allen, daughter of Henry W. Livingston, of the Manor of Livingston.

JARDINE—NICHOLSON—On the 22nd Oct., at Christ Church, Lancaster-gate, by the Rev. Dr. Mitchinson, Head Master of King's School, Canterbury, Robert Jardine, B.A., of the Bengal Civil Service, second son of William Jardine, Esq., J.P., of Dunstable, to Sarah Grace, eldest daughter of Mrs. Nicholson, of 51, Lancaster-gate, Hyde-park, and of the late Robert Nicholson, Esq., Newcastle-upon-Tyne.

MESNEY WOOLLEY.—On the 20th Aug., at the Mission Church of St. Paul's, Banting, Sarawak, by the Ven. Archdeacon Chambers, the uncle of the bride, assisted by the Rev. John Pecham, of St Augustine's, Canterbury, Missionary S.P.G., Henrietta Charlotte B. Woolley to the Rev. William Ransome Mesney, of St. Augustine's, Canterbury, Miss S.P.G.

MYBURGH—MCDONALD.—On the 10th Nov., at St Matthew's Church, Bayswater, by the Ven. Archdeacon Hunter, assisted by the Rev. E. H. Newenham, Philip Myburgh, Esq., of the Inner Temple, barrister-at-law, to Anna, elder daughter of Alexander McDonald, Esq., of 30, Pembridge-gardens, Bayswater. No cards.

DEATHS.

ABRAHAM—On the 11th Sept., at sea, in the P. and O. s.s. *Delhi*, on his passage from Bombay to England, Charles Edward, fourth son of Thomas Robert Abraham, of South Norwood, aged 25.

AUSTIN—On the 20th Oct., in London, J. H. Alleyne Austin, youngest son of John Gardiner Austin, Esq., of Hong Kong.

BIRDSEYE—On the 16th Sept., at Hankow, in his 37th year, John Birdseye, Esq.

COWPER—On the 24th Sept., at Shanghai, Mr. W. M. Cowper, aged 26 years.

CROWE—On the 4th Oct., at sea, on board the P. and O. steamer *Mongolia*, Margaret Alice, the daughter of Robert Crowe, Esq., Ceylon, aged eight and a-half months.

HAYDEN—On the 5th Aug., at Newchwang, Horace H. Hayden, native of Westbrook, Conn., U.S.A., aged 42.

POWER—On the 19th Sept., at Shanghai, accidentally drowned, A. B. le Poer Power, aged 27 years (son of the Rev. A. B. Power, of Blackheath, near London).

THORNE—On the 27th Oct., at 1, Loraine-place, Holloway, Thomas Thorne, in his 83rd year.

WILKINSON—On the 22nd Oct., at his residence, Wellington House, Ealing, Middlesex, Henry Wilkinson, Esq., in the 58th year of his age.

WRIGHT—At the Hospital, Yokohama, after a painful illness, Capt. John Wright, of the steamer *Argus*, aged 37 years.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

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LONDON, MONDAY, NOV. 16, 1868.

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WHIG OR TORY?

THE elections that will decide the fate of the present Ministry will be completed in the course of this month, and should the confident expectations of the Liberal party be realised, Mr. GLADSTONE and his supporters will enter upon what is not unlikely to be a long term of office. Under these circumstances it may not be altogether inappropriate to consider for a moment the possible effect of the impending change on the numerous and important interests generally summed up as "The China Trade." Editorially, we are as a rule silent with regard to home politics; considering our sphere of usefulness to lie in supplying our readers with an accurate and well-digested summary of news, in the diffusion of reliable information specially relating to the countries of the Far East, and in the discussion of such topics only as are essential to the well-being of the communities resident, or interested, in those countries. We have never hesitated to censure a Government or an individual, of whatever party, when acting unjustly towards the interests we claim to represent; and we would be the last to withhold commendation, when it is fairly earned, either by Liberal or Conservative. If we adopted a motto, it would be—Measures, not Men. And if we now call attention to certain unfavourable contingencies that may arise out of the accession to power of a Liberal Administration, it is done in no party spirit.

"Retrenchment" is a great election cry with Mr. GLADSTONE'S party, and a very good cry it is. No doubt the pruning-knife should be vigorously applied to the Estimates, and numerous are the unproductive branches of the tree of national expenditure that might be lopped off with benefit to the parent trunk; but then the instrument should be used by a skilful and prudent hand. True economy does not consist in a reckless cutting down of Estimates. A saving effected at the cost of efficiency is no saving at all; and it is this sort of operation which we fear is likely to be practised by Liberal Reformers on some items of expenditure that are really necessary to maintain our position and protect our trade in China. We have from time to time noticed the persistent efforts of Messrs. CHILDERS and STANSFELD to obtain a reduction in the allowance for the Legation at Peking, to shelve the vote for Consular buildings in China and Japan, and to prevent the despatch of gunboats to suppress piracy. On this last point a renewed agitation has lately taken place. In a recent issue we chronicled a speech wherein Mr. STANSFELD stigmatised the new twin-screw gunboats built for this special service as "wretched wooden vessels, unfit either to fight or to run away," and now Mr. CHILDERS, Mr. GOSCHEN, and Mr. GLADSTONE return to the charge, the latter going so far as to declare (in his late speech at Warrington), that the money expended on them by the present Government "might as well have been thrown into the sea." These gentlemen seem to think that the true way to manage naval affairs would be to maintain a channel fleet of powerful ironclads, just to protect the shores of Great Britain, and leave all our foreign commerce and outlying dependencies to take care of themselves. These may be very "Liberal" and very economical views, and are doubtless admirably suited to the intelligence of the Lancashire operatives, to whom they have of late been spouted by the hour; but we doubt very much whether they will meet with the approval of the mercantile and shipping interests, either at home or in the colonies. As for the actual value of the gunboats in question, they were very accurately described in a speech recently made by Lord HENRY LENNOX at Chichester, which was on this and many other points a crushing reply to some of the Radical leaders. "They are "much faster than the class they are intended to supersede, "and they are in every respect most admirable sea boats. "One of them which went out to China, the *Dwarf*, was "overtaken with several severe gales, and on one occasion, "when the weather was stormy, the 6½-ton gun was cast "adrift, as if they were about to use it in action, and the "vessel was still found to be sufficiently steady to enable "them with safety to serve that gun. Therefore, as wooden "vessels, they are neither slow nor weak."

After all, this frantic opposition to the course pursued by the present Government with regard to China affairs may be nothing but an electioneering dodge, and when they are fairly installed we may find the Liberals inclined to deal fairly in all these matters. But in the meantime it must be owned that China interests have always received their due share of attention at the hands of the Conservatives, until the recent prolonged struggle over the Reform question shut out almost all other subjects. If their opponents and probable successors in office evince an equal amount of consideration, we shall have no reason to be dissatisfied; but when they grudge every shilling voted for the maintenance of our position in China, it is to be feared that such a measure, for instance, as the repeal of the military-tax on Hong Kong—which would be a really Liberal measure—can hardly be expected from the so-called Liberal Government.

Continental Intelligence.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, November 4.

The most sad events have occurred here. Last week a noisy and turbulent mob ran every evening through the streets, insulting the police and breaking windows. This mob was headed by a certain J. de Vletter, a so-called champion of the rights of the people. He had succeeded in creating amongst the lower classes indignation against the communal authorities, by speeches and pamphlets especially directed against our system of judicial administration. Some discontent also prevails amongst the wealthier classes, occasioned by a proposal of the Communal Council to borrow six millions of guilders for the construction of public works, the interest of which was to be covered by a sewerage tax. Last Friday evening the mob was more threatening than ever, and when the demonstration was again repeated on Saturday night, it was feared that a serious encounter would take place between the police and the mob. The burgomaster, however, did not take any extraordinary measure, so that a comparatively small number of police stood alone to restrain a furious mob. At eleven o'clock, when the tumult became of an uproarious character, it was decided to send for troops from the Hague, but before the cavalry could arrive serious fights took place between the mob and the police, who were obliged to make use of their swords. The windows of many private houses were broken, the street lanterns were pulled down, the pavements were broken up, the offices of the police were literally besieged, the Town-hall was severely damaged, all the windows being broken, the furniture destroyed, and an endeavour made to set this building as well as the office of the police on fire. The mob would doubtless have succeeded in their plans, but the police received reinforcements from another station, and succeeded in forcing the mob to evacuate the *Kaasmarkt*. Soon after this the cavalry arrived and cleared the streets. I need not add that there are a great many wounded and some dead. The mob have not dared to repeat the demonstration, the police having now plenty of military force at their disposal. Infantry, cavalry, and even artillery have arrived, and martial law has been proclaimed. The tumult had not the least political character, notwithstanding that the *Dagblad* asserts the contrary. The mob shouted and cried, "The taxes are too high!" and I do not think that one tax-payer was amongst them.

The political news is very scanty. The members of the Second Chamber of the States General met yesterday, when it was decided to open to-day the discussions upon the India budget of 1869. It is said that the Opposition will not undertake a serious party fight on this occasion, but that it will be adjourned till the members deal with the ordinary budget of the Colonial Department.

In one of the section reports some members asked if there was any chance of a steam line between Java and Australia being subsidised. The Minister replied that, according to the last advices, there was not sufficient traffic, but he has suggested that a communication should be established by a steamer from Batavia to meet the steamers of the Peninsular and Oriental Company running between Point de Galle and Australia. Negotiations have been opened between our Government and the P. and O. Company respecting this matter.

About the Huet scandal I am in a position to inform you that the Chamber refuses to approve the grant of passage-money by the Conservative Minister to the editor of the Liberal paper. You will remember that the Opposition insinuated that Liberal Governments had

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also granted free passages to private persons, not being functionaries; but it was shown by official papers that this insinuation was without the least foundation. That the only intention of Mr. Huet was to obtain money is proved by the fact that the correspondent of the *Java Bode* paid him 4,000f. for his passage.

The Amsterdam Canal Company has issued a prospectus of a loan of f.6,500,000, giving interest at 4 per cent. The price will be 87 per cent., and the payment of the interest is guaranteed by the State.

The Prince of Orange has been appointed honorary president of the International Statistical Congress, which will meet next year at the Hague.

Mr. G. A. Yssel de Schepper, ex-member of the Second Chamber of the States-General, died some days ago.

On the 14th of November a detachment of one hundred and fifty soldiers will be shipped by the *Electra*, bound for Batavia.

PRODUCE MARKETS.

COFFEE.—The market has remained very firm since the last auction, at which 106,060 b. Java were sold at 2½ to 3½c. above the valuation, and since then an advance has been paid on those prices of 1 to 1½c. Generally holders do not incline to operate, and the large deliveries during October (125,791 bales) have had a very good influence upon the market. The transactions include 500 b. Padang, ex Padang Packet, at 38½c.; 1,467 b. Java, ex County of Lanark, Eva Johanna, and Schoonderloo, at 35 to 40½c.; 1,250 b. Padang, ex Jan van Brakel, at 38½ to 41¾c.; 588 b. ditto, ex Manilla II. (Mocco Mocco), at 35½c.; 1,818 b. Java, ex Vyf Vrienden and Almelo, at 31½ to 31½c.; 20 kr. Padang, ex Padang Packet, at 37½ to 38½c.; 1,250 b. ditto, ex Manilla II., at 37 to 40½c.; 1,447 ditto ditto, at 37 ¾ to 41½c.; 1,013 b. Java, ex Felix Mendelssohn, at 37 to 38½c.; 1,200 b., ex Juanita, at 33 to 34½c.; 345 b. ditto., ex Vesta, at 35½c.; 550 b. ditto, ex County of Elgin, at 31c.; 1,200 b. Padang, ex Jan van Brakel, from 38 to 41c.; 860 b. Java, ex Stad Delft; 2,000 b. ditto, ex Juanita; 2,603 b. Padang, ex Manilla II., at 37¼ to 38¾c.; and 2,000 b. Padang, ex ditto, at 37½ to 47c. The total stock of coffee was, on the 31st Oct., 472,500 b., against 477,600 b. in 1867.

RAW SUGAR.—The Trading Company announced its auction for the 21st instant, when 30,300 mats will be offered, against 28,180 mats in the autumn auction of last year. The market has remained in a very favourable position, and there is a good speculative demand for floating parcels. The transactions are, however, of small importance, importers declining to operate at current quotations, which are ¾f. above the September value. The transactions include 427 mats Sourabaya, No. 10¾ at 30½f.; 1,183 mats Java, ex Louis de Geer; 245 mats Sourabaya, ex Cornelis Smit, No. 13½, at 32½f.; 1,632 ditto, ex Queensland, No. 13 11-100 to 65-100, at 32½ to 33f.; 314 ditto Batavia, ex Maarten van Rossem; 1,220 ditto Sourabaya, ex Boanerges, No. 10¾; 340 b. ditto, ex Anthony van Hoboken, No. 10½, at 30½f.; 285 b. Panaroeken, ex Cornelis Smit, No. 10, at ½f. above September. 888 mats Sourabaya, floating, per St. Aubin, No. 11½, at 31f. According to official returns the stock of raw sugar in bond is 42,737,455 kilo.

RICE.—The market is dull; 3,184 bales Java, ex Cosmopolite, sold at 8⅜f.; 878 b. do., ex Bato; 2,350 b. Java, ex Emilie, at 8f.

SPICES.—There is still a good demand for fine qualities. The closing quotations are:—Nutmegs, No. 1, 90c.; No. 2, 80 to 81c. Mace: The very trifling quantities offered were sold at 132 to 134c. for D; 128 to 130c. for E; Amboina Cloves, No. 2, 28½ to 29c. The stock on warrants was, on the 1st November, Nutmegs, 4,506 casks; mace, 541 casks; cloves, 2,883 casks; cinnamon, 396 casks; pepper, 183 bales.

TOBACCO.—The market is very animated for Java leaves, and the transactions are of much importance, very high prices being paid. The following parcels were sold by inscription or in public sale:—363 b. Mahamet; 1,099 b. Kotta; 390 b. EB; 392 b. Banteng; 985 b. LC; 291 b. KT; 165 b. TMN; 701 b. KGVW, at 43½c.; W, 18½c.; Blitar seed, 24c.; 1,345 b. Bd/z, 39c.; KN, 23c.; 692 b. W Malang, 37c.; JHW, 44½c.; BA, 29½c.; 623 b. Tikong, 27c.; 231 b. AZ, at 34c.; 390 b. Gending, 22c.; 205 b. Kidol, ex Joseph Holmes, at 80c.; 106 b. Kotta, 1866, ex Herald of the Morning; 192 b. Birit; 243 b. PDWGJ, ex Joseph Holmes, at 40 to 45c.; 739 b. Blarcum, ex Stad Leyden, at 75c.; 850 b. Kebon Aroom, ex do., at 57½c.; 1,232 b. H and A Blitar, ex Jane Kilgour; 2,095 b. GP, ex Bato, at 43c. The Trading Company sold by inscription at prices which did not transpire, 75 b. Japan tobacco, ex Lady Love.

DRUGS.—The Trading Company announce the offering in public auction on the 17th inst. of 4,047 chests Japan wax, 120 chests Japan camphor, 33,000 ko. gutta percha, 167 collis gummi elasticum, 88 chests gummi damar. The market is inactive. Japan camphor is offered in vain at 78c. Cubebs may be bought at 24c. to 25c. Long pepper nominal at 17c. Cassia Lignea somewhat higher in price, and nothing can be bought under 82c. Cassia Vera some demand at 45c. to 47c. Vanilla very low in price. Sago very firm at 13f. Gutta Percha 54 pic., ex County of Lanark, were sold. Gum Damar, the important imports (1,574 piculs) were sold at firm prices for export. In loco 51c. was paid.

BANCA TIN.—The demand is rather slack, and only a few transactions have taken place. 2,800 slabs were sold at 59f.; 1,000 do., at 59½f.; 600 do., at 59f.; 1,600 do., at 59¼f.; 500 do., at 59f.; 1,700 slabs Billiton, floating, were sold at 58f. The unsold stock of Banca of the Trading Company was, on Oct. 31st, 40,210 slabs, and the stocks on warrants 58,672 slabs. The unsold stock of Billiton was 288 slabs.

HIDES.—2325 Sourabaya Rinder, ca. 3½ ko., ex County of Ayr, and 469 p. do., ex Bato, were sold by inscription, at prices which did not transpire.

INDIGO (Java).—The market is firm but dull, and only 48 chests have changed hands. There is, however, a good demand for the soft qualities.

RATTANS.—The following parcels were sold at secret prices:—125 pic., ex Concurrent; 174 pic., ex Ternate; 180 pic., ex Vooruit; 473 pic., ex Emilie; 149 pic., ex County of Lanark; and 32 pic., ex Cosmopolite.

SILK.—The Trading Company offered in auction on the 28th Oct. 241 b. Japan and 65 b. China raw silk, which were realised at the following prices:—Japan: 42 b. Sodai (Bricks), from f.29.25 to f.36.75; 105 b. Oshio (redevidee), from f.28.50 to f.43.75; 24 b. Aechazan (slips), from 29f. to f.33.50; 24 b. Ida (Longguindre), from 35f. to 43f.; 18 b. Mastah (Slips), from 27f. to f.31.75; 14 b. Tadsima (Bourrelets), from f.24.40 to f.27.50; 14 b. Doupions, from 7f. China: 65 Tsatlee, from f.30.25 to f.32.25. In general, a fraction was paid above the valuation.

ARRACK.—The market is inactive, holders declining to operate at the actual quotations.

SHIPPING INTELLIGENCE.

ARRIVALS.—Oct. 20, at Brouwershaven, from Akyab, Zorida; at Texel, from Batavia, Christina; 21, at Brouwershaven, from Batavia, Fop Smit; 24, at Brouwershaven, from Batavia, Nederland and Oranje; at Zierikzee, from Batavia, Anna; 26, at Brouwershaven, from Batavia, Prinses Amalia, Argo, Louis de Geer; from Rangoon, Petunia; 27, at Texel, from Batavia, Koning Willem II.; from Tjilatjap, Vooruit; 28, at Texel, from Batavia, Willem Poolman; 29, at Texel, from Sourabaya, Juno; 30, at Brouwershaven, from Bassein, Wellington; at Texel, from Batavia, Nation's Hope; at Flushing, from Akyab, Nevada; Oct. 31, at Brouwershaven, from Batavia, Ida Elizabeth; at Texel, from Batavia, St. Aubin; Nov. 1, at Texel, from Sourabaya, Gloriosa; Nov. 2, at Brouwershaven, from Bassein, Thomas Hamlin; at Texel, from Bombay, Jessie; at Flushing, from Akyab, Abraham Lincoln.

PASSENGERS INWARD.—From Java: per Cornelis Smit, Mr. Lerutte and family; per Medea, Messrs. G. F. Enger and family, G. M. Jordens and family, Misses Soetens and Gerlach; per Fop Smit, Messrs. v. d. Heiden, T. de Hoog, D. Stierling, T. Zadelhof, T. Holtzapfel, H. Nygh, Kouwenberg, H. van Stuwe, Mrs. van Stuwe, Miss Stierling; per Anna, Messrs. Lindmann and family, Rumpol and family, Boers, Benninghof, Mrs. Bastings; per Prinses Amalia, Messrs. Huisman and family, Den Berger and family, Spanjaard, Mrs. Zubli and family, Mrs. van Katwyk; per Argo, Messrs. Schram and family, Dibbetz and family, Toussaint, Miss Ermeling, Mr. v. d. Turck; per Willem Poolman, Messrs. van Hembrecht and family, van Deutekom and family, Libert and family, Hendt and family, Mrs. Hoffman and family; per Juno, Messrs. C. J. A. Wynaendts, B. Wolfson; per Pieter Adolf, Mr. de Basch Geertsema and family, Miss Oesterman; per Ida Elisabeth, Messrs. W. Kraal and family, J. D. Landsredel and family, H. Plasberg and family, W. J. C. Leers and family, H. Ruiter and family.

NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, November 3.

A paragraph appeared lately in a local paper of this city, stating that a Pastor Maurach, of Oberpahlen, near Dorpat in Liefland, had inserted an advertisement in the *Courland Government Gazette* requesting the readers to send him spoiled stamps for a charitable purpose. It added that the Chinese have taken a sudden fancy for ornamenting umbrellas, lanterns, fans, and even the walls of their rooms with such postage stamps, which they cut out and paste on in various combinations and devices, and that they buy them in any quantity—in thousands and even millions, paying for them at the rate of a dollar per hundred. It was further stated that the Rhenish Missionary Society, which has its representatives in various parts of China, would be glad to receive contributions of spoiled stamps, and that it devotes the money derived from their sale to the education of children that have been abandoned or sold by their parents. Having ascertained from some juvenile friends of mine that they were quite willing to devote their collections of stamps for such a philanthropical purpose, I wrote to the above-named clergyman to ask if the statement made was correct, and if so, suggested his giving me an address in Germany to whom they might be sent, rather than the more distant Russian province. He replied that it is all true as stated in the paragraph, and begs me to send any quantity I may obtain to Herr Edmund Mangelsdorf, at Leipzig, who will receive and forward them to their destination; in consequence of which I have sent him about four thousand such stamps of various countries, made up neatly into small packets of a hundred each. I relate this narrative in the cause of humanity, and appeal through your columns and those of the *London and China Express* to the sympathies of the juvenile members of the families of many of your readers, who may have made such collections of spoiled stamps, and do not know what to do with them. They will be doing a good work by forwarding them to the above address at Leipzig.

The *Journal de St. Petersbourg* gives a full and very favourable account of a concert given on the 20th May at Peking by a Hungarian pianoforte *virtuoso* named Franz Jachimek, a native of Oedenburg, in Hungary, remarking that it was the first public concert ever given in the Chinese metropolis. It was attended by the whole of the *corps diplomatique*, and several native mandarins of rank. Russians, English, French, Prussians, Spaniards, Americans, and Chinese were assembled under one roof to listen to some good music performed in the most effective manner, and the concert was a great success. A Hungarian journal, the *Foro Lapok* of Pesth, publishes some personal account of this enterprising musician, from which it appears that he has been travelling about in the Far East ever since 1864, and has visited Persia, Siberia, and a great part of Japan.

The Austrian expedition sailed from Trieste on the 18th ult., and was expected to arrive at Gibraltar by the end of the month, with the intention of coaling there as well as to make inquiries about the state of the public health in Morocco. If the accounts are favourable the

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vessels will go to Tangiers for a couple of days; if not, they will proceed direct to the Cape of Good Hope, where they would arrive about the middle of December and remain there a fortnight. From the Cape they will sail to Singapore, where they will be joined by Herr von Scherzer and Baron von Herbert, who have embarked at Trieste for Alexandria, and, after visiting the Suez Canal works, will proceed by one of the P. and O. mail steamers from Suez to Singapore. Thus all the difficulties have at length been successfully overcome, and the Austrian Expedition to the Far East is an accomplished fact.

COMMERCIAL.

The rice market is quiet, and there is no alteration in values. Cassia lignea is scarce and in demand at 16 sch. bco. Pepper is also more inquired for. A public sale has been held of 1,000 chests of candied ginger; the quality was very irregular, which accounts for the sale prices ranging from 8 to 10¾ sch. bco. per lb. The demand for teas is slack, and but few sales are reported at former rates. Spelter is firmer. and 11,000 centners have been sold as follows:—1,000 for spring delivery at 13 mks. 8 sch. bco., 3,000 loco at 13.10, 1,000 per November at 13.10, 1,000 per ditto at 13.10½, 1,000 loco, favourite marks, at 13.11, 2,000 ditto at 13.12., and 2,000 for spring delivery at 13.8. More silver has been withdrawn from the Bank, and the rate of discount has advanced, though but to a trifling degree.

SHIPPING.

ARRIVED.—Erna, from Sourabaya (13,948 bags sugar, 100 puncheons arrack, 507 casks curcumæ, 2,097 bundles rattans); Tellus, from Akyab (10,000 bags rice); George Shotton, from Rangoon, (18,500 bags rice).

SAILED.—Undine, to Rangoon.

SHIPPING AT BREMERHAVEN.

ARRIVED.—Scharnhorst, from Bombay (1,960 bags cotton), Canvassback, from Rangoon (9,780 bags rice), Empress, from Rangoon (5,464 bags rice), Johanna Augusta, from Bangkok (6,825 bags rice, 3,663 pieces sapanwood).

SAILED.—Johann Smidt, for Hong Kong.

LOADING AT HAMBURG.

Ernst, for Bombay; Wilhelm, for Bangkok; J. H. Jessen, for Penang and Singapore; Alice, for Macassar, Hong Kong, and Macao; Maria Miles and Edward, for Hong Kong; Papa, for Shanghai.

LOADING AT BREMERHAVEN.

China, for Rangoon; Louis Henry, for Hong Kong; Herman Doctor, for Hong Kong; Imperator Alexander II., for Japan and the Russian settlements in the North Pacific.

UNITED STATES.

NEW YORK COMMERCIAL ADVICES.

TEA.—Messrs. Beebe's report on the New York market, dated 23rd ult., is as follows:—"Since our market report of the 8th Oct. the transactions in tea have been on a limited scale, at prices which show no material change in value. The stock of Greens in importers' hands is reduced to a few hundred packages, and from this date to the period when the new crop will come to hand our supply must reach us wholly from indirect sources. The sales reported from first hands since our last are 5,600 half-chests, including 2,000 half-chests received from London. The upward tendency to prices is checked by the general dulness of trade peculiar to seasons of political excitement, as well as by the fact that considerable purchases are being made in Canada by the large Western jobbers. Of Japans 2,000 half-chests have found buyers since the 8th instant at rather lower rates, and the market closes with but little inquiry for this class of goods. Oolongs continue in limited demand, and prices are weak for old crop teas. Sales reported from first hands during the fortnight are 4,400 half-chests, including 1,300 half-chests new crop goods recently to hand, *via* San Francisco. The outturn of the latter, although realising extreme prices, is far from encouraging to importers who are interested in the incoming crop.

SILK.—According to Messrs. Haywood and Co.'s Circular, the depressed state of business generally, combined with the heavy importations, have affected the raw silk market very materially, and prices close weak at quotations. Imports since the 1st October, 628 packages.

QUOTATIONS.

CHINA.			
Tsatlee, No. 1	$10.50	to	$11 00
,, ,, 2			
,, Re-reeled	11 75	to	12.00
Taysaam, No. 1	10.00	to	10.25
,, ,, 2	9.00	to	9.50
,, ,, 3	8.00	to	8.50
,, Re-reeled	9 00	to	11.50
Canton, Re-reeled, No. 1	8.75	to	9.00
,, ,, ,, 2	8 25	to	8.50
,, extra fine	9.25	to	9.50
JAPAN.			
Mybash, No. 1	12.50	to	13.25
,, ,, 2			
,, ,, 2-3	12.00	to	12.25
Sodai, No. 1	None.		
,, ,, 2	11.00		
Koshu Seié, No. 1	11.50		
,, ,, 2			
Oshu	10.50	to	11.50
Acchezan, No. 1	10.50	to	11.00 nominal
,, ,, 2	9.50	to	10.00
,, ,, 3	8.50	to	9.00

AMONG the numerous useful publications issued at this season by Messrs. Letts, Son, and Co., is a "Clerical and Mercantile Tablet Diary," very suitable for office use. Each leaf contains a week, and it is intended to lie on the desk, or be suspended in the office, presenting to view the current week, which when completed may be filed, or turned over at the back.

Monetary and Commercial.

A decree of the Spanish Minister for the Colonies declares that all the materials of foreign origin used for public works, as in railways, roads, and canals, may enter Cuba, Porto Rico, and the Philippine Islands free of duty.

The eleventh and final call of 100 florins per share, with interest, is to be paid on the shares of the Netherlands India Railway by the 20th instant.

The biddings for £200,000 in bills on Calcutta and Madras were held at the Bank of England. The amounts allotted were—to Calcutta £171,100, and to Madras £28,900. The minimum price was fixed at 1s. 10½d., as before, and tenders on both Presidencies at 1s. 11½d. will receive about 72 per cent. These results show a further increase in the demand for means of remittance to the East.

The Pacific mail steamer *Japan*, from China and Japan, reached San Francisco on the 20th October. Her date from Hong Kong is September 15, Yokohama October 2. She brings over five hundred passengers from China and fifteen hundred tons of merchandise. She experienced heavy weather during most of the passage.

The "United Service Bank (Limited)" has stopped payment. The liabilities are not very considerable, but they may prove sufficient to cause some individual embarrassment. The company started about three years ago as "agents and bankers to the army, navy, and civil service in England, India, and the Colonies," with a board of direction upon which were—Major-General G. Balfour, Sir W. M. Coghlan, Sir Claude de Crespigny, Bart., Major-General Richard Hall, Colonel Hobday, and Mr. E. Maltby, late member of Council at Madras. The prospectus stated that Mr. W. V. Morgan, of the firm of Saunders, Otley, and Morgan, would join the board on the completion of pending arrangements. These gentlemen, however, after a time withdrew, and the business was carried on by the manager, Mr. G. E. Hudson. The original designation of the undertaking was "The United Service Company.

Bills of exchange on the Government of Ceylon for Rs. 250,000 were disposed of on the 12th instant by tender, at the offices of the Crown Agents for the Colonies. The minimum was fixed at 1s. 11½d. per rupee, at and above which the whole amount was taken.

The following circular has been addressed to the shareholders of the Tanjong Pagar Dock Company by the London agents, Messrs. Mactaggart, Tidman and Co:—"Dear Sirs,—We are glad to be able to inform you that we are in possession of a telegram from the Tanjong Pagar Dock Company (Limited), Singapore, announcing the successful opening of the new Graving Dock on the 17th of October—two steamers being already under repairs. The success of this most important department of the company's undertaking is now secured, and a large increase of very remunerative business may be with confidence expected."

Grant's Kiachta line closes on the 24th November, after which date no further telegrams for China and Japan can be despatched by that route.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 14th inst., was in gold to Alexandria, £5,000; to Galle, £10,660; to Bombay, £55,700; to Madras, £11,704; to Calcutta, £20,000; in silver to Bombay, £280; to Singapore, £14,500; to Hong Kong, £12,529; total in gold, £103,064; in silver, £27,309.

BULLION AND SPECIE.

The following is from the Circular of Messrs. Moccatta and Goldsmid:—

The demand for Bar Silver for India, which at the beginning of the month appeared to be impending, has not developed itself, and the last purchases which have been effected were for transmission to the Continent. There is, however, but a very limited quantity now here. Mexican Dollars are extremely scarce, and though the inquiry for China is far from general, there are so few here that we may fairly anticipate a slight advance upon the last rate (59d.).

The amounts of gold lately received have not been important; but the French Exchange has become rather firmer, and there is no longer a Continental demand. It is quite possible, however, that the inquiry may be resumed from one day to another, while the requirements for Brazil, India, and other destinations, do not amount to a total of any magnitude.

QUOTATIONS.

Bar Gold	77s. 9d.	per oz.
United States Gold Coin...	—	per oz.
Bar Silver, Fine	5s. 0¼d.	per oz.
Fine Cake Silver	5s. 5¼d.	per oz.
Mexican Dollars	4s. 11d.	per oz.
Spanish Dollars (Carolus)	—	per oz.
Five Franc Pieces...	—	per oz.

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EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA, CHINA, AND THE STRAITS.

Year.	India.	China.	Straits,	Total.
1862	£6,890,810	£2,530,663	£669,987	£10,091,460
1863	5,971,632	1,995,909	295,470	8,263,011
1864	5,008,291	891,338	354,375	6,254,004
1865	2,738,762	560,026	299,270	3,598,058
1866	2,009,580	303,196	52,850	2,365,626
1867	370,231	265,766	6,915	642,912
1868, to date ...	649,705	384,962	126,062	1,160,729

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices Nov. 14.
£10	Agra Bank, A shares	All	11¼ to 12¼
10	Do. B do.	—	5½ to 6½
25	Bank of Egypt	All	37 to 39
20	Chartered Bank Ind., Aust., and China	All	20 to 21
25	Chartered Merc. of India and China ...	All	29½ to 30½
20	City Bank	10	11 to 12
28½	Hong Kong and Shanghai Bank, new...	5£	¾ to ⅞ pm.
50	London and County	20	48½ to 49½
50	London Joint Stock	15	33 to 34
100	London and Westminster	20	64 to 66
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	34 to 35
	MISCELLANEOUS.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	110 to 112
—	Do. Do. 1872 ...	100	105 to 107
—	Do. Do. 1882-3 ...	100	113 to 115
20	Ceylon Company	10	3 to 2½ dis.
20	Do. A shares	5	2½ to 2 dis
10	Credit Foncier and Mobilier of England	All	2½ to 2⅝ dis.
20	Egyptian Com. and Trading Company	6	4⅜ to 4⅝ dis.
10	General Credit and Discount Company	7½	2½ to 2 dis.
10	North Assam Tea (Limited)	5	7 to 5 dis.
10	Do. do. B shares	All	8¾ to 8½ dis.
20	International Finance Society	5	1¼ to 1 dis.
50	P. and O. Steam Company	All	54 to 56
50	Do. Do. 1867	10	⅛ dis to ⅛ prem.
10	Upper Assam Tea	All	2½ to 3½
100	West India Steam Company	60	51 to 52

THE ROTTERDAM BANK.

(To the Editor of the *London and China Telegraph*.)

SIR,—We have noticed in the late editions of your paper various reports about this bank, as written by your "Own Correspondent in Holland." Their incorrectness is calculated to cast great discredit upon the bank, and we would therefore state that the position of the bank has been examined both by the President of the Netherlands Bank, and by the late President of the Java Bank, and pronounced by them to be perfectly satisfactory; and, further, that the business is being carried on as usual, and is not at a complete standstill, as asserted in your paper of the 6th inst.—We are, Sir, your obedient servants,

KUP,
D. BAUDUIN,
Bank of Rotterdam.

Rotterdam, Nov. 10, 1868.

ARTICLES OF IMPORT.

TEA.

In common with most articles of produce, tea has suffered from the unsettled state of the country, consequent upon the near approach of the elections, and the transactions have been below the average of the season. The continued large deliveries, however, give tone to the market, and as stocks in the hands of both wholesale and retail dealers are extremely light, there is a constant but steady demand going on, although not sufficient to keep pace with the large quantity of tea now being poured into this market. There is no falling off in the demand for common tea, which has been taken largely both for export and home use; there are now very few parcels of old import in first hands, and no great quantity is held by speculators, as a large proportion of this class of tea which has recently been sold belonged to the latter, having been bought in the spring of the year at 1s. 3d. to 1s. 4d.; this scarcity has caused a slight advance in common Congou, but it has not exceeded ½d. per lb. The last telegram from China, dated Hong Kong, October 19th, gives the export to date, 106,000,000 lbs., or an increase of only about 4,500,000 lbs. for the fortnight. This would seem to indicate that the advices from here have at last produced some good effect, and that a more rational course of proceedings would naturally follow, but as a telegram from Shanghai, dated October 14th, refers to the tea market as "firm, with an active demand," we confess we are unable to understand such an anomalous state of things, especially as we are assured, upon positive testimony, that merchants are now losing upon nearly every contract made, and as the state of the market here must have been well known in China before the 14th of October. We are glad to notice that the later arrivals from Foochow bring a better class of Kaisows than we had by the earlier ships, as although there have been but very few parcels of fine tea, the medium kinds are better in leaf, and much more free from dust; these kinds have lately sold extremely cheap. A small sale of Indian tea has been held, and as a large proportion consisted of tea of really desirable character, there was fair competition, and nearly the whole sold at full prices. There is a sensible increase in the demand for fine Assams, in consequence of the general inferiority of the China crop. In Greens there has not been much doing, although prices are much lower than they were last year. In scented teas and Oolongs there is no change. Common Congou is slightly dearer, but Broken Leaf, being rather more plentiful, has slightly declined.

SILK.

Since the 6th instant] business in silk has not been large, but all that has been done serves to show the firmness of prices, the indisposition of holders to submit to reductions, and the scarcity of stock in the hands of consumers, as they are compelled to pay full rates for what they want. A parcel of very good Kahing Tae ho's chop has realised 26s., which is a full price. Some "pheasant chop" Tsatlee have realised 27s. and 26s., some ordinary Tsatlee about 23s. 6d. to 24s. Japans have been quiet, prices about the same.

COTTON.—A feeling of depression has come over the Liverpool market, and a material falling off in the amount of business going forward has to be noted. The demand from the trade has been much restricted, and the spirit of speculation which existed a short time ago has entirely disappeared, and many who purchased somewhat freely are now quite as anxious to sell. In this condition of affairs prices show great irregularity and a general downward tendency. Quotations have been officially reduced ⅛d. per lb., and now rule as follows:—American, 10¼d. to 11½d.; Pernam., &c., 10¾d. to 11d.; Egyptian, 7d. to 22d.; Surat, 6¾d. to 9¾d.; Madras, — to —; Bengal Scinde, &c., 6¾d. to 7¼d. Arrival cotton excites very little notice, and the only sales have been of Oomrawuttee, fair new merchants, July and August sailing, at 8¼d.; basis [of middling, ship named, from New Orleans, 10⅜d.; and Savannah, 10¼d. The London market has been gradually declining throughout the interval, and rates are ¼d. per lb. lower on the spot, and ⅛d. for floating parcels.

COFFEE.—An improving statistical position of the market continues to give a healthy tone to prices. The deliveries for export show an increase for the first forty-five weeks of this year, on those of the corresponding period of the previous year, of 10,000 tons, whilst the deliveries for home consumption for the same period show an increase of 1,700 tons; on the other hand the large excess of stock is now decreasing, being only 3,000 tons heavier than in the corresponding week last year, whereas, at the end of August last, the excess amounted to about 8,000 tons. It must be borne in mind, however, that the improvement in the statistical position is only relative, for the increase in the deliveries may not be maintained, and there is still an excess of 3,000 tons to be worked off. There has been a better supply of Ceylon kinds, and about 1,500 casks Plantation sold at unaltered prices, except some fine home trade marks, which were in good demand, and obtained an advance. The business in Native Ceylon has been chiefly limited to what has been offered at public sale, as importers, having realised in the late rise a good proportion of the heavy stocks which they have held throughout the year, are not disposed to sell, except at higher prices. We hear, however, of one or two private transactions, in which Native realised 48s. 6d. to 49s. for good ordinary, and 50s. to 58s. for fine ordinary and fine bold qualities. The sales of Ceylon at public auction have comprised 1,117 casks, 288 barrels and bags Plantation; good to fine fine ordinary, at 57s. to 67s.; low middling to middling, 68s. to 77s.; good middling to bold, 78s. to 86s. 6d.; and 240 casks, 942 bags Native, common to fully good ordinary, 46s. 6d. to 49s. 6d.; fine ordinary to fine bold, 50s. to 57s. 6d.; 809 bags garblings, part good brown, at 36s. 6d. to 37s. The stock of coffee in the United Kingdom on the 1st instant was 23,900 tons, against 19,950 tons last year, and 15,500 tons at the same period of 1866. The amount on hand in the five leading ports of the Continent was 63,270 tons, against 56,050 tons in 1867, and 49,880 tons in the preceding year.

COIR GOODS.—Only the following small quantities have been offered and sold: 2 tons Cochin yarn at £29 10s. to £30 15s., 131 bales Cochin fibre at £32 10s. to £33 15s., 27 coils Ceylon rope, 3 inch at £20, and 580 coils damaged Bombay at £20 for first class.

CUTCH.—A further reduction has been submitted to, at which the demand is moderate; in auction of 500 boxes fine Pegue elephant mark 200 boxes sold at 30s., 98 boxes fine from Calcutta sold at 28s., and at the close business is reported at 29s.

CAMPHOR.—There is a slight improvement in the demand for both China and Japan, the current quotation being £7 (re-weights), at which price about 100 packages have been sold since our last report.

COCOA-NUT OIL.—There is still a steady although not active demand for Ceylon at £50 per ton.

GALLS.—Since the date of our last report there has been a slight revival in the inquiry, and twenty cases China have been sold at 51s. 6d. to 52s. 6d. Of Japan 83 cases of rather ordinary quality were offered at the auctions and partly sold at 48s. per cwt.

GUMS.—Benjamin: Of 51 cases Siam, 2 cases small to rather bold almond mixed in block sold at £20 15s. to £21, and 8 cases dark block at £9 to £9 5s.; ditto siftings, £7 10s.; of 228 cases Sumatra, 9 cases sold, rather dark to fair country split seconds at £7 15s. to £8 15s., the remainder bought in, rather dark to good at £8 to £11 10s.; brown thirds, £4 17s. 6d. to £5 10s. Copal: 100 cases common soft Manila sold rather higher, at 30s. to 30s. 6d.; 38 bags Benguela bought in at 84s. Damar: 4 cases small pale dusty Batavian bought in at 92s. 6d.

GAMBIER.—The market still remains dull, and no sales of common are reported, but in auction 620 baskets cubes bought in at 24s. 3d. to 26s.; privately 150 baskets have been sold at 23s.

ISINGLASS.—At the recent auctions 41 cases 10 bags Penang sold at rather easier prices, middling tongue 3s. 5d. to 3s. 6d., ordinary 2s. 10d. to 3s. 2d., middling leaf 3s. 6d. to 3s. 8d., ordinary to low middling 2s. 10d. to 3s. 5d; also 10 cases 41 bags Bombay, thin pipe 3s. 7d., ordinary 3s., long bladder kind 2s. 9d., Manila sort 2s. to 2s. 3d.

INDIA-RUBBER.—Small business only has been done in Singapore at 1s. 8d. per lb.

JAPAN WAX.—By private contract 161 cases middling quality saucers, which were recently bought in at the auctions, sold at £4 15s. per cwt. In public sale 20 cases yellowish saucers have been offered, of which 5 cases sold at £4 16s. 6d.

MANILA HEMP.—The demand is still only moderate, but the prices current at the date of our last are firmly supported and remain without change. At auction 381 bales sold, sound at £47 10s., ordinary £43 5s. to £44, chiefly sea damaged at £46 to £47 5s. for first class.

PLUMBAGO.—The inquiry for Ceylon, which for some time past has been extremely slack, has improved; and, although a large supply has been offered, amounting to 957 barrels, the demand was active,

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and the whole was taken off, lump at a further advance of 3s., good dust about 1s. higher, inferior steady; fine bright lump sold at 40s. 6d. to 41s. 6d.; middling, 35s. 6d. to 36s. 6d.; good dust, 20s. 6d. to 21s.; middling to good middling, 17s. to 20s.; ordinary to low middling, 14s. 6d. to 16s.

PEPPER.—Black: The market generally has a slight upward tendency; 1,594 bags Singapore at public sale were held for an advance, and nearly all withdrawn; 1,617 bags Penang went freely, good at 3⅞d., fair 3¼d. to 3⅞d., and 547 bags dull to fair heavy Malabar at 4⅛d. to 4⅜d. Privately about 2,300 bags have been sold, mostly Penang, at 3¼d. to 3⅜d.; a few Singapore at 3½d. cash. White: 216 bags fair to good fair Singapore realised 5 1-16d. to 5⅛d., being again better prices; 64 bags Penang were bought in.

RICE.—A dull tone pervades the market, and sales have been more difficult to effect at barely previous value. The chief business reported consists of 13,000 bags heated Saigon at 9s. At auction 2,313 bags Bengal were mostly taken at and afterwards, broken white at 10s., siftings at 9s.; 578 bags Madras were withdrawn, but subsequently placed at 9s. 7½d.; of 1,328 bags Moulmein part has been sold at 11s. 6d., and 594 bags soft grain of indirect import at 10s. 6d. to 11s. Since our last report the landings have been compared with same date 1867—577 tons, against 782 tons; the deliveries, 720 tons, against 419 tons; and the stock is 32,467 tons, against 13,233 tons at the same time last year.

SPICES.—Cinnamon: At the public sales 110 bales, 9 boxes Ceylon met a brisk demand, and sold at a further advance of 1d. to 2d. per lb.; first quality, 3s. 1d. to 3s. 3d.; second, 2s. 10d. to 3s. 2d.; third, 2s. 7d. to 2s. 10d.; fourth, 1s. 6d. to 2s. Cloves: We have no business to report in East India descriptions. Mace: 26 cases Penang, of fresh import, sold at firmer prices, low middling red, 1s. 10d. to 2s.; middling, 2s. 1d. to 2s. 4d.; and 2 cases ordinary Java, at 1s. 9d. Nutmegs: A rather large supply has been offered, which met a good demand, and the greater part sold at firm prices to an occasional advance. Of 145 cases Penang 85 cases sold, 69 and 68 nuts to the lb., at 3s. 6d. to 3s. 8d.; 76's, at 2s. 5d.; 80's, at 2s. 1d. to 2s. 2d.; 86 to 82's, at 1s. 10d. to 2s.; 98 to 92's, at 1s. 6d. to 1s. 8d.; 104's, at 1s. 5d. to 1s. 6d.; 120's, at 1s. 4d.; 19 boxes Singapore were bought in, 96's at 1s. 4d., 125's at 1s. 3d.; 10 casks, 9 cases Java, sold, 74's, at 2s. 6d.; 78's, at 2s.; 85's, at 1s. 10d.; 102 to 106's, at 1s. 5d.; 135's, at 1s. 2d.

SUGAR.—Only a small business has been transacted; however, this is the second week in which decidedly less raw sugar has been bought by refiners than the average of their consumption necessitates; consequently there will doubtless be more doing again immediately. Holders of West India have continued rather firm, and have only sold at about steady prices. Business of small amount has been done in common East India at a decline of 6d. per cwt., but even at the reduction little disposition to buy is manifested. The English markets at the moment appear to be more dull than others, of which we have constant intelligence. The value has been rather advancing in America, France and Holland, while Germany is steady. At the public sales 7,064 bags Muscovado Manila were withdrawn. By private contract 4,500 bags Manila (Taal) have realised 26s. 6d. to 27s. 3d. which constitutes the only business done in East India descriptions since our last report.

SAPANWOOD.—At the recent auctions 40 tons sugar-damaged Manila sold, slightly at £10 15s. to £11 2s. 6d., badly £9 5s. to £9 10s.; 6½ tons Singapore bought in at £11 to £12; 33 tons Ceylon sold at £10 15s. to £12 5s.; one lot £11 10s.

STICKLAC.—Of 190 cases Siam offered at auction about 40 cases sold at 67s. for good free unsifted, and 43s. for small.

SKINS.—At the sales of the 13th inst. 2591 Singapore Buffalo hides were offered, of which the greater part sold, first heavy 20⅜ to 35¾ lb. at 6⅜d. to 6½d., seconds 20⅜ to 26¾ lb. at 6d., light 10½ to 13½ lb. at 6⅜d. to 6⅝d.; 1137 Penang nearly all sold, first heavy 30⅜ to 35¾ lb. at 5½d. to 5⅝d., second 35⅜ to 37¼ at 4⅞d. to 5d., light 6¼d.; 1363 Java bought in at 6d.

TIN.—Since our last report prices for Straits have become a shade lower, business having been done to a fair extent at £100 10s. to £101 10s. cash (principally at £101), and at £102 for arrival. At the close the market appears to be assuming a quieter tone, as regards the extent of the transactions, but the prices given above are firmly maintained.

ARTICLES OF EXPORT.

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MANCHESTER GOODS.

Up to the 10th inst. there was little change, but since that date the market for shipping yarns has been very quiet, and to make sales spinners would have had to accept lower prices. Prices are down fully ¼d. per lb., and even at this decline there is not much disposition to purchase. In yarns for the home trade only a very trifling business has been transacted, and prices are ¼d. per lb. lower. The cloth market is almost quieter, and more depressed than that for yarns, and prices are lower, some say 3d. per piece. But the fact is, that owing to the general stagnation, and the absence of offers at any price, there has not been the means afforded of testing the extent of the depression. Many people attribute this a good deal to the absorbing interest felt in the elections—and no doubt these are exercising a certain amount of influence—but the main cause is the want of confidence in the maintenance of any price that could be named just at present. Buyers as well as sellers have their attention fixed on the fluctuations in the American cotton markets.

QUOTATIONS.

	s. d.		s. d.
Grey Shirtings, 7 lbs.	8 3	to	9 0
,, 8¼ lbs....	10 0	to	10 4½
Maddapollams	—		3 7½
Long Cloths	—		9 9
T-Cloths	—		6 6
White Spot Shirtings	—		11 3
,, Brocade	—		11 6
,, Damasks	—		19 0
Cotton Yarn, Nos. 16-24	1 2	to	1 3
,, Nos. 28-32	1 3	to	1 4

METALS.

Messrs. French and Smith report as follows:—Nothing of importance has taken place, excepting in Copper, a sale of Chili Slabs, about 1,000 tons, at £67 to £67 10s. The market is now rather stronger. Lead firm, but few transactions. In other metals no change.

QUOTATIONS

IRON.								
Welsh Rails in Wales	per ton	—		£6 5 0		nett		
Welsh Bars in Wales	,,	£5 15 0	to	6 0 0		dis. 3	per cent.	
Welsh Bars in London	,,	6 10 0	to	6 15 0		,, 3	,,	
Staffordshire Best Bars in London	,,	7 12 6	to	7 15 0		,, 2½	,,	
Staffordshire Best Nail Rods ...	,,	7 12 6	to	7 15 0		,, 2½	,,	
Staffordshire Best Hoops	,,	8 5 0	to	9 0 0		,, 2½	,,	
Staffordshire Best Sheets	,,	9 0 0	to	9 10 0		,, 2½	,,	
Scotch Pig No. 1 in the Clyde ...	,,	2 14 0	to	2 19 6		nett		
Swedes Bars in London	,,	10 0 0	to	10 10 0		dis. 2½	per cent.	
Swedes Steel in kegs, ½ in. and ⅝ in.	,,	15 0 0	to	15 10 0		,, 2½	,,	
COPPER.								
Ore	per unit	—		0 14 0		nett		
Chili Slabs	per ton	68 0 0	to	—		dis. 2½	per cent.	
Spanish Cake	,,	—		69 0 0		,, 3	,,	
Australian Burra	,,	—		79 10 0		,, 3	,,	
Australian Wallaroo	,,	—		79 10 0		,, 3	,,	
English tough quality	,,	73 0 0	to	74 0 0		,, 3	,,	
English best selected	,,	76 0 0	to	77 0 0		,, 3	,,	
English Sheets, Sheathing, &c. ...	,,	78 0 0	to	80 0 0		,, 3	,,	
English Bottoms rolled	,,	—		83 0 0		,, 3	,,	
English Bottoms hammered	,,	—		88 0 0		,, 3	,,	
Yellow Metal Sheets 4 by 4 ft. ...	per lb.	—		0 0 6½		,, 3	,,	
Yellow Metal Sheathings and Rods	,,	0 0 6½	to	0 0 7		,, 3	,,	
LEAD.								
Pig, W.B.	per ton	—		21 5 0		,, 2½	,,	
Pig, other brands	,,	19 0 0	to	19 5 0		,, 2½	,,	
Spanish soft, ex ship	,,	18 7 6	to	—		dis. 2½	,,	
Sheet	,,	—		20 0 0		,, 2½	,,	
Shot (kegs extra)	,,	22 0 0	to	22 5 0		,, 2½	,,	
White (kegs extra)...	,,	27 0 0	to	30 0 0		,, 5	,,	
Red (kegs extra)	,,	20 15 0	to	21 0 0		,, 2½	,,	
SPELTER.								
Silesian	,,	—		to 20 10 0		nett		
English (smelted from ores) ...	,,	—		20 0 0		,,		
ZINC.								
English Sheet	,,	25 10 0	to	26 0 0		dis. 2½	per cent	

Shipping Intelligence.

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ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Oct. 30	Lady Alice	Stranack	Bangkok	Plymouth
— 30	Juanita	—	Rangoon	Liverpool
—	Spy	—	Bassein	Queenstown
— 29	Juno	Stokhuysen	Sourabaya	Texel
— 31	Verena	Hudson	Colombo	London
Nov. 2	John R. Worcester	Waron	Shanghai, &c.	Do.
— 2	Lennox Castle	McMicken	Do.	Do.
— 2	Whiteadder	Moore	Do.	Do.
— 1	John H. Cushing	Swap	Rangoon	Falmouth
— 2	Golden Spur	Ronald	Canton	London
— 2	Whinfell	Jones	Shanghai	Deal
— 2	Argonaut	Nicolson	Do	Do.
— 1	Coquetdale	Moon	Akyab, for Copenhgn.	Falmouth
—	Moonbeam	—	Rangoon	Queenstown
Oct. 21	Ocean Belle	Jarvis	Singapore	New York
Nov. 3	Deerfoot	Carlin	Foochow	London
Oct. 27	St. Magnus	Hake	Saigon, for Bremen	Off Dungeness
— 30	Ida Elisabeth	Van Dooren	Java, for Rotterdam	Do.
Nov. 3	Helen Nicholson	—	Shanghai	Deal
— 3	Brenda	Tilly	Rangoon, for Bremen	Off Falmouth
Oct. 30	Union	Schutte	Rangoon	Bremen
— 31	Luise	Peters	Do.	Do.
— 31	Lorena	Roberts	Do.	Do.
— 30	Nation's Hope	—	Sourabaya	Texel
— 30	Glen Roy	Walden	Saigon	Antwerp
—	Arrogante	Charlot	Bangkok, for Liverpl	Ile de Re Roads
Nov. 3	Flying Spur	Atkinson	Foochow	Deal
— 3	Jane Anna	—	Colombo	Do.
— 2	Abraham Lincoln	Berglund	Akyab	Antwerp
— 3	Albert Victor	Muir	Foochow	Off Portsmouth
— 3	Devonshire	Fthrstnhaugh.	Bassein	Falmouth
— 3	Charlie Palmer	Smith	Do.	Do.
— 5	Devana	Thomson	Foochow	Downs
— 4	Marmion	Merwin	Bassein	Falmouth
— 4	Jane Davie	Ritchie	Rangoon	Liverpool
— 5	Jacob	Dreuth	Bangkok	Do.
— 5	Solo	Ercken	Bassein	Plymouth
— 9	Burdwan	Douglas	Shanghai	London
— 5	Noach	Looyen	Batavia	Brouwershaven
— 7	Gresham	Brayley	Foochow	Deal
— 5	Dilkhoosh	Gedge	Do.	Off the Start
— 8	C. C. Horton	Kelley	Maulmain, for Nwestl.	Off Falmouth
— 9	Great Australia	—	Rangoon	Liverpool
— 6	Union	Laballe	Akyab	Bordeaux
Oct 12	Isabelita	Mundaca	Manila	Havana
— 28	John Bunyan	Nichols	Rangoon	Boston
Nov 10	Lochlevin Castle	—	Singapore	Liverpool
— 7	Otago	Breakenridge	Rangoon	Bremen
— 7	Hougomont	Cosens	Do.	Do.
— 11	Mt. Sturt, Elphinstone	Freebody	Maulmain	Queenstown
— 11	Chusan	—	China	Off Falmouth
— 11	Caermarthenshire	Hemsworth	Hg. Kg., for Spithead	Do.
—	Marseilles	—	Maulmain	Queenstown
—	S. D. Thurston	—	Rangoon	Off do.
— 11	London (?)	—	China	Off Dover
— 10	Avenir	De Bathe	Rangoon	Off Falmouth
Sept 29	Rocco Pratalongo	Profumo	Hong Kong	Callao
— 29	Amaranth	Fabricius	Do.	Do.
Oct. 12	Carlota	Hamgren	Do	Do.
Nov 13	Lyra	Clarke	Rangoon	Falmouth
— 13	Westburn	Miller	Do.	Do.
—	Marten van Rossem	Laseur	Padang, for Rottrdm.	Off Penzance
Oct 30	Archer	Powers	Manila	Off Boston
— 20	Japan	—	Yokohama	San Francisco
— 21	Ocean Belle	Jarvis	Padang	New York
— 10	Mataura	Stewart	Hong Kong	San Francisco
— 25	Windward	Barret	Do.	Do
— 27	R. S. Ely	Lombard	Do.	Do.
Nov 13	Eleanor	Ronaldson	Foochow	Off Falmouth
— 14	Eena	—	Colombo	Off Mounty's Bay
— 12	Lord Macaulay	—	Foochow	Off Scilly
— 11	City of Perth	—	Java	Off Plymouth

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DEPARTURES.

Date.	Ship.	Captain.	For.	From
Oct.30	Insulaire	—	Singapore	Penarth
—	Else	Kaempffer	Hong Kong	Bergen
— 31	Hebe	Bell	Singapore	Liverpool*
— 31	Eleanor Dixon	Matthews	Do.	Do.
—	Ceres	Schwartz	Hong Kong	Hamburg
— 31	Rosa del Turia	—	Manila	Liverpool
Nov. 2	Lizzy	Bellairs	Singapore	Cardiff
— 2	Beautiful Star	Alcock	Trincomalee	Do.
— 2	Royal Visitor	Llewellyn	Galle	Do.
Oct 31	Diomed (str.)	Crompton	Mauritius, Singp., &c.	Liverpool
— 31	St. Helens	Wickman	Yokohama	Sunderland
Nov. 3	Charmian	Saunders	Shanghai	London
— 5	Forward Ho	Hossack	Shanghai	London
— 5	County of Berwick	McLean	Batavia	Glasgow
— 6	Ziba	Bowes	Hg. Kg. & Foochow	London
— 6	Peter Rohland	Raake	Cardiff & Shanghai	Do.
— 5	Rusoer	Pedersen	Singapore	Cardiff
— 5	Francis	Hill	Colombo	Do.
— 7	Derwent	Gadd	Do.	London
— 1	Phillis	Whittles	Galle	Shields
— 5	Ceres	Schwartz	Hong Kong	Falmouth
— 6	Queen of the West	—	Galle	Swansea
— 5	Carrick Castle	Peters	Singapore	Glasgow
—	Schiedam	Kuypers	Batavia	Rotterdam
— 9	Else	Waempfer	Hong Kong	Ramsgate†
— 6	Jacoba	—	Yokohama	Portland
— 8	Mary Edie	Flint	Shanghai	Cardiff
— 9	Freya	Quedlro	Hong Kong	Do.
— 9	Melissa	Weise	Hiogo	Do.
— 12	Wemyss Castle	Nicoll	Shanghai	London
— 12	Lord Raglan	Sidey	Cardiff & Singapore.	Do.
— 10	Asiatic	Andrews	Singapore	Penarth
— 10	Chaturanga	Hardy	Do.	Milford*
— 11	Mary Lee	Robinson	Japan	Liverpool
—	Triton	Schey	Batavia	Rotterdam
—	Migger(?)	Kenny	Singapore	Penarth
— 12	Innisfallen	—	Galle	Shields
Oct. 8	Malay	Dudley	Hong Kong	New York*
— 22	Tavistock	Tate	Shanghai	Do.
— 20	Magnet	Crosby	Hong Kong	San Francisco
— 13	Fanny Hare	Berry	Batavia	Do.

* See Casualties.—† After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—For Nicolajefsk, Amoor River: Droning Louise. For Tientsin and Cheefoo: Ada. For Yokohama: Deerfoot, Eliza Shaw, Hopewell. For Shanghai: Min, St. Andrew's Castle, Gossamer, Taitsing, Argonaut, Golden Spur, Lennox Castle, Whiteadder, Helen Nicholson, Burdwan. For Hong Kong: Courier, Mary Nicholson, Falcon, Albert Victor. For Manila: Pepita. For Batavia and Sourabaya: Archibald. For Singapore: Hanover, Queen of Devon, Eleanor, Belle of Southesk, Istapa. For Singapore and Bangkok: Indiana. For Penang: Benvenue, Ceylon, Corea. For Colombo: Granville, Boyne, Susan Pardew, Aboyne, Quinteros.

At Liverpool.—For Yokohama: Carioca. For Shanghai: Conqueror, Maggie Leslie. For Singapore: Alfred, Lorton. For Capetown and Singapore: West Indian. For Manila: Nicolas. For Batavia and Sourabaya: Craigie Lea. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (str.). For Galle: Adler.

At Glasgow.—For Batavia and Sourabaya: Mindia. For Penang: Salado. For Ceylon: Helen Finlayson.

At New York.—For Shanghai: Tavistock.

SPOKEN.

Lily of Devon, Cardiff to Hong Kong, Sept. 25, 15 N., 28 W.
Western Chief, London to Shanghai, Oct. 3, 13 N., 25 W.
Jane Sprott, Liverpool to Shanghai, Sept. 27, 9 N., 26 W.
Challenge, Shanghai to London, Sept. 27, 26 S., 6 E.
Wm. Turner, Liverpool to Shanghai, Aug. 16, in the Straits of Sunda.
Burdwan, Shanghai to London, Aug. 19, in Gaspar Straits.
Paradise (Dutch barq.), Liverpool to Hong Kong, outside the Straits of Sunda.
Maiden Queen, Foochow to London, Sept. 6, 3 N., 109 E.
J. Godfrey, Baltimore to Yokohama, Sept. 12, 22 N., 33 W.
Chusan (ship), Foochow to London, July 30, 1 N., 130 E.
Falcon (Dutch brig), Macao to Falmouth, Sept. 29, 19 S., 1 W.
Claro Babuyan (barque), Shanghai to London, Aug. 7, 1 S., 128 E.
Courage (N. G. barque), Bangkok to Falmouth, Sept. 8, 30 S., 41 E.
Scawfell (ship), Japan to New York, Sept. 23, 28 S., 6 E.
Ocean Chief, Liverpool to Shanghai, Aug. 30, off Java Head.
Vanguard, Foochow to London, 10 N., 109 E.
Dayspring (barque), Singapore to London, Sept. 8, 32 S., 31 E.
Georgiana, Cardiff to Galle, Sept. 30, 10 N., 28 W.
Daniel Marcy (barque), from Amoy, July 27, — N., 130 E.
Parajero (barque), Canton to Buenos Ayres, Aug. 28, outside Straits of Sunda.
Estrella, Liverpool to Manila, Oct. 11, 9 N.
Lochleven Castle, Singapore to Liverpool, Oct. 16, 21 N., 33 W.
Corsair, London to Shanghai, Sept. 23, 26 S., 35 W.
Verena Collett, China to Bell Isle, Oct. 19, 30 N., 35 W.
Nicholas Witzen, Amsterdam to Batavia, Sept. 8, 2 N., 20 W.
Elshout (Dutch barque), Amsterdam to Batavia, Sept. 13, on the line, 21 W.
Goede Verwachting (Dutch barq.), from Batavia, Sept. 8, 30 S., 40 E.
Maarten van Rossem, Padang to Rotterdam, Sept. 8, 35 S., 16 E.
Eleanor (ship), Foochow to London, Sept. 9, 34 S., 14 E.
Pepilla, Singapore to Falmouth, Oct. 13, 37 N, 38 W.
India, Cardiff to Batavia, Aug. 10, 41 S., 40 E.
Ida Ambecht (?), Batavia to Amsterdam, Sept. 19, 11 N., 23 W.
Heidi, Liverpool to Galle, Sept. 28, 8 N., 24 W.
Dunmail, Canton to London, Oct. 1, 35 S., 24 E.
Twin Brothers (?) (Dut. barque), Batavia to Rotterdam, Sept. 26.
A Brig, bound to Japan, July 22, 36 N., 15 W.
City of Perth, from Java, Oct. 14, 10 N., 27 W.
Adriana, Newcastle to Batavia, Sept. 21, 3 N., 26 W.
Robertus Hendrikus, Batavia to Rotterdam, Oct. 9, 3 S., 13 W.
Miranda, London to Colombo, Oct. 10, 1 S., 21 W.
Chillingham, Macao to London, Oct. 11, 20 S., 1 W.
A Barque of Salcombe, Singapore to New York, Oct. 16, off Hatteras.
No. 5,028, 3rd d.p. (Hamb. ship), Bang. to Falmth., July 23, 22 S., 62 E.
Eleanor, Foochow to London, Sept. 18, 35 S., 17 E.
Toronto, Colombo to London, Oct. 1, 15 S., 6 W.
Cavalier, Cardiff to Manila, Oct. 22, 17 N., 26 W.
Challenge, Shanghai to London, Nov. 8, 47 N., 9 W.
Highflyer, Foochow to London, Oct. 3, 15 S., 8 W.
Matilda Wattenbach, Shanghai to London, Oct. 10, 1 S., 22 W.
Lord Macaulay, Foochow to London, Oct. 26, 35 N., 31 W.
Glenclune, Java to Amsterdam, Oct. 27, 37 N., 31 W.
Poonah (ship), Java to New York, Sept. 8, 36 S., 22 E.
Augustine, Singapore to New York, 82 days out, 20 S., 1 W.
Ariel, London to Shanghai, 20 days out, 9 N., 22 W.
Leviathan (Hamb. ship), Bangkok to Falmouth, July 23, 22 S., 62 E.
Verne (?), Colombo to London, Sept. 11, 3 N., 25 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports continue at about the undermentioned quotations; in Coal freights from the Northern outports there is but little doing, rates to China only being somewhat firmer.

Current rates of freight for vessels on the berth:—To Yokohama: 40s weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear on Tyne per keel.—For Yokohama, £45. For Shanghai: £45. For Hong Kong: £36. For Singapore: £27. For Galle: £24. From Newport, Cardiff, or Swansea per ton. — For Yokohama, £2 5s. For Shanghai: £2 8s. For Hong Kong: £1 16s. For Manila: £1 15s. For Singapore: £1 7s. For Galle: £1 2s. 6d.

The Admiralty have invited tenders for the conveyance of the following stores:—26 tons (light) blankets, 1 ton (light) clothing, from the Thames to Singapore, and 11 tons (light) meat dishes and accoutrements, 1 ton (light) clothing, to Colombo.

CASUALTIES.

The Else, Kaempffer, from Bergen to Hong Kong, arrived at Ramsgate Oct. 30, with loss of sails, ironwork of rudder head loose, and some of the crew disabled.

The Arrogante, Charlot, from Bangkok, has put into Ile de Re Roads, with slight damage to topsides, and would sail for Liverpool after repairing.

The Hebe (barque), of and from Liverpool, for Singapore, with coals, went ashore Nov. 4, on Bernard's Wharf, Fleetwood, and had lost main and foretopmasts.

The St. Helens (barque), of London, from Shields to Japan, with coals, arrived in Southwald Roads Nov. 5, leaky, having struck on the Calloper sand; she was afterwards towed to London and placed in the Millwall Docks.

The Chaturanga, Hardy, from Cardiff for Singapore, which put back to Milford Oct. 28 and sailed Nov. 2, put back again Nov. 5 with loss of sails, and a small portion of her bulwarks, having experienced heavy weather; she had been driven back from twenty-one miles W. of Trevose Head to above Tuskar. After undergoing repairs she sailed on the 10th November.

The Beautiful Star, Alcock, from Cardiff to Trincomalee, with coal, put back to Cardiff with topmast, forerigging, &c., carried away through collision.

The Martin Luther, from Cronstadt to the River Amoor, has proceeded to London for repairs, have been on shore on her passage.

The Malay, Dudley, which sailed from New York Oct. 8 for Hong Kong, put back Oct. 30, leaky.

MISCELLANEOUS.

At Table Bay.—Sept. 18, F. A. Palmer, Caston, sailed for Hong Kong; 21, Bezaleel, Challis, sailed for China.

At Algoa Bay.—Sept. 9, Amie, Morrison, from Philadelphia, and sailed 11 for Shanghai, not the Annie, as before reported.

At St. Vincent.—Oct. 4, Travancore (s.s.), Eastley, from Southampton, and left 6 for Singapore.

Off Madeira.—Oct. 9, Niger (s.s.), and sailed for Singapore, China, &c.

At St. Helena, Oct. 4, Ida Geertruida, Moerkerken, from Padang, and sailed 5 for New York; Amoy, Parkman, from Hong Kong, and sailed 5 for Hamburg, New Brunswick, Millbank, from Singapore, and sailed for New York; 5, Eliza Laing, Jones, from Colombo, and sailed 7 for London; 8, Queen of the Sea, Reid, from Hong Kong and sailed for London.

Off St. Helena, Oct. 6, Celebes, from Padang.

At Table Bay, Sept. 26, Johan Kepler, Rahe, sailed for Batavia.

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LAUNCHES.

On the 2nd inst. there was launched from the building yard of Messrs. William Denny and Brothers, Dumbarton, a large and handsome iron screw-steamer, forming one of the splendid fleet of vessels already possessed by the Austrian Lloyd's Steam Navigation Company, and the eighth constructed for them by the same builders. Her first and second class passenger accommodation is very extensive, and the general arrangements are most complete. The dimensions are:—Length, 274½ by 34 by 26 feet, and she measures 1,760 tons N M. Machinery of 300-horse power nominal will be fitted up by Messrs. Denny and Co. on their direct action principle. Mrs. Steyskal, wife of Captain Robert Steyskal, superintendent, very gracefully named the ship as she left the ways, Venus. For the same owners Messrs. Denny have two sister vessels to the Venus drawing near completion.

Messrs. Robertson and Co. launched on the Clyde, on the 4th inst., a fine new iron sailing ship for John Kerr, Esq., for the East India trade, built to class A A 1 at Lloyd's, and 20 years in red in the Liverpool Underwriters' Registry. The following are her principal dimensions:—Extreme length, 241 feet; length of keel and fore rake, 220 feet; breadth (moulded), 36 feet; depth of hold, 22½ feet; tonnage, net register, 1,200 tons. Her lower masts, bowsprit, lower yards, and lower topsailyards are of iron. She is fitted with all the latest improvements as regards construction, &c. She was named the Malabar by Miss Isabella Kerr, daughter of the owner, and will be commanded by Captain Galloway, late of the ship Isabella Kerr.

Messrs. Barclay, Curle, and Co., launched on the 29th Oct. from their yard, Whitenich, an iron ship of about 1,370 tons register. The vessel, which was named the Strathblane by Miss Christie Dalton, London, is in length 225 feet, in breadth 37 feet, in depth 22½ feet, and will be fitted up for sea in a thoroughly efficient manner. She is intended for the East India trade by the owners, Messrs. Jas. and Alex. Allan, of Glasgow.

CHINA OCEAN RACING.

(To the Editor of the *London and China Telegraph.*)

SIR,—Under the above head you have a paragraph in your last publication of the voyage of two ships, viz., the *Titania* and *Forward Ho*, which is not quite complete. There were three competitors in this race, all of which left Shanghai on the 13th June, but, as will be seen, did not make the same passages. Their names are as follows:—*Forward Ho*, of Aberdeen, 945 tons; *Titania*, of London, 879 tons; and the *Leander*, of London, 883 tons.

The *Leander*, Captain Petherick, arrived at Deal on the 29th Sept., after a fine passage of 108 days, and was the winner by no less than seventeen days, the *Forward Ho* and *Titania* not arriving until the 16th Oct, both being 125 days.

The winning ship, the *Leander*, is a new composite vessel, built last year for the Merchant Shipping Company, London, by Mr. J. G. Lawrie, of Glasgow, and was only 102 days on the outward voyage to Shanghai.

By inserting the above you will do justice to the *Leander*, and oblige,—Yours truly,

J. B. B.

Newcastle, November 5, 1868.

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Singapore, April 6, 1868.

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Rates of Passage from Havre or Brest to New York: —First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co., Agents 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, New Zealand and Australia, Japan and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

For New Zealand and Australia ... ... — 2nd of each month.

For Japan and China... ... — 17th of each month.

For further particulars apply to J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

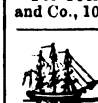
Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore ...	Eleanor	A1 13 yr.	W.I.D.	With des.
Shanghae ...	Taitsing	A1 14 yr.	E.I.D.	Nov. 17
Shanghae ...	Burdwan ...	A1 15 yr.	W.I.D.	Nov. 28
Hong Kong	Chusan	A1 14 yr.	W.I.D.	With des.
Kanagawa...	Hopewell(n.)	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Min..... ...	A1 13 yr.	E.I.D.	Nov. 16
Do.	Argonaut ..	A1 —	E.I.D.	Nov. 30
Do.	H. Nicholson	A1 12 yr.	E.I.D.	To follow
Hong Kong..	M. Nicholson	A1 13 yr.	E.I.D.	With des.
Do.	New clipper,	A1 16 yr.	E.I.D.	To follow
Yokohama (Kanagawa)	Deerfoot.....	A1 10 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo ..	Granville...				Nov. 28
Carwar, Mangalre., Calicut, & Cochin.	Bentuthr	A1 13 yr.	316	S.K.D.	Nov. 28
Do. & Cannanore...	Alphington	A1 12 yr	326	LD	To foll.

No. 22, Great St. Helen's, E.C.

BOMBAY, CALCUTTA, AND SHANGHAE.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-class SHIPS from the East India Dock, as under:—

Port.	Ship.	Ton.	Class.	To Sail.
Calcutta	Soukar	1304	AA1	Nov. 20.
Bombay	Br. Sovereign	1292	AA1	Nov. 21.
Do.	Hougomont	875	A1 13 yr.	Dec. 5
Shanghae ...	Whiteadder	915	A1 10 yr.	Nov. 20

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, London.

With immediate despatch. To follow the "Spirit of the North," having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid high-classed regular trader, GRANVILLE, A1 15 years, 696 tons register G. GALLICHAN, Commander; West India Docks. This very high-classed vessel, so well known in the Ceylon trade, is confidently recommended to shippers. Has unrivalled accommodation for passengers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Caroline Hutchings." Will meet with Quick Despatch.

DIRECT for CARWAR, MANGALORE, CALICUT, and COCHIN, the beautiful clipper ship BENTUTHER, A1 13 years, 306 tons register; JAMES CONNING, Commander; St. Katharine Docks. This magnificent high-classed clipper, built under special survey, offers a first-class opportunity to Shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the Packages, to prevent delay and confusion on delivery.

To follow the "Benthuther." Last Shipping day Dec. 15, 1868.

DIRECT for MANGALORE, CANNANORE, or CALICUT and COCHIN, the beautiful clipper ship ALPHINGTON, A1 twelve years, 326 tons register, J. CAINES, Commander; London Docks. This magnificent high-classed clipper, built under special survey, offers a first class opportunity to shippers of fine goods.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

PROCEEDS under STEAM.—GLASGOW to SINGAPORE, Hong Kong, Nagasaki, and Yokohama (taking goods to Shanghai should sufficient inducement offer), the splendid, powerful new Clyde-built composite screw steamer OCEAN QUEEN, 16 years A 1 at Lloyd's, 650 tons register 150-horse power nominal, 450-horse power indicated; O. TIMPERLEY, Commander; to sail on 20th November.

For Freight or Passage apply to LANGSTAFF, EHRENBERG, and Co., 60, King William-street, City.

Last Shipping Day, 28th November.

FOR SHANGHAI Direct, the favourite clipper ship ST. ANDREW'S CASTLE, A1 14 years, 639 tons register; G. M'BAIN, Commander; loading in the East India Docks.

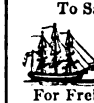
For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

To sail punctually on the 3rd of December.

FOR KURRACHEE, the well-known regular trader, DELHI, A1 12 years, 675 tons register, CHRISTOPHER PICKERING, Commander; East India Docks.

For Freight or Passage apply to SHAW, LOWTHER & MAXTON, 2, Royal Exchange-buildings, London, E.C.

To Sail punctually on the 10th of December.



FOR KURRACHEE, the fast-sailing ship SOUTHERN QUEEN, A1, 790 tons register. East India Docks.

For Freight apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail punctually on the 17th of December.

FOR KURRACHEE, the splendid new ship WILLIAM LINDSAY, AA1, 959 Tons Register, W. GALLOWAY, Commander; East India Docks.

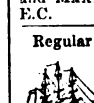
For Freight or Passage, apply to SHAW, LOWTHER and MAXTON, 2, Royal Exchange-buildings, London E.C.

Regular line of Packet Ship. To sail on November 19.

FOR HONG KONG, the well-known clipper FALCON, A 1 13 years, 793 tons register, J. L. DUNN, Commander, East India Docks. Has excellent accomodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. To sail 5th December.



FOR HONG KONG, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Reed-Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

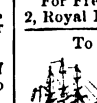
For Freight or Passage, apply to SHAW, LOWTHER and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To Sail on the 5th of December.

FOR SHANGHAI, the splendid clipper ship GOLDEN SPUR, A1 14 years, 657 tons register; ALEXANDER RONALD, Commander, East India Docks.

For Freight apply to SHAW, LOWTHER and MAXTON, 2, Royal Exchange-buildings, E.C.

To sail positively Nov. 25, full or not full.



FOR SHANGHAI, the celebrated clipper ship LENNOX CASTLE, A1 fourteen years, 693 tons register, ARTHUR TALBOT, Commander; East India Docks; has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 16, 1868.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 298.] LONDON, MONDAY, NOV. 30, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	Sept. 20
Yedo	—	—	Oct. 5
Yokohama	Aug. 14	Oct. 1	Oct. 7
Nagasaki	—	—	Oct. 9
Hakodadi			
CHINA — Peking	—	—	Oct. 1
Tien-tsin	—	—	Oct. 3
Chefoo	—	—	Oct. 4
New-chwang	—	—	Oct. 1
Hankow	—	—	Oct. 12
Kiu-kiang	—	—	Oct. 13
Chin-kiang			
Shanghai	Aug. 28	Oct. 13	Oct. 14
Ningpo	—	—	Oct. 13
Foochow	—	—	Oct. 11
Formosa—Tamsuy			
Amoy	—	—	Oct. 12
Swatow			
Hong Kong	Aug. 28	Oct. 6	Oct. 20
Canton	—	—	Oct. 19
Macao	—	—	Oct. 19
PHILIPPINES— Manila	Aug. 28	Oct. 13	Oct. 14
COCHIN-CHINA— Saigon			Oct. 18
SIAM — Bangkok	—	—	Oct. 21
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	Oct. 22
MALACCA STRAITS— Singapore	Sept. 11	Oct. 15	Oct. 27
Penang	Sept. 11	Sept. 13	Oct. 29

THE MAILS, &c.

The present homeward mail left each port eastward of Penang one day before the date indicated by the P. and O. Company's time-table, to allow for the extra time consumed by recommencing the Penang service.

The next homeward mail will be the French, which is expected about the 7th December (this day week).

The change in the French mail service, which was to have commenced this month, is again postponed, and the outward steamer, instead of leaving Marseilles on the 12th, as we understood was arranged, will sail as heretofore on the 19th. Perhaps the new system will be adopted from the commencement of 1869.

Telegrams from Hong Kong via Galle extend to the 2nd November, received here on the 26th Nov. By the Kiachta route (now closed for outward messages) Shanghai telegrams to Nov. 3 were received on the 24th inst.

By way of San Francisco and New York telegrams have reached us (through the Atlantic cable) as late as Oct. 28 from Japan, but they bring no later reliable news than that received by the present mail.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Poonah*, arrived November 28.—From Yokohama: Messrs. Thomas, Stutter, Auranche, Pellet, F. Abegg, Andres, Datten, and two second-class passengers, Lieut Wilson, R.N., Capt. Tracy, Mr. H. Elias. From Shanghai: Mr. C. Garden, Mr. J. A. Haives, Mr. T. Mercy, Mr. and Mrs. Glover and servant, Commander W. E. Cookson, Mr. and Mrs. Underwood. From Hong Kong: Mr. Turing and one second-class passenger. From Penang: Mr. B. Rodyke. From Galle: Mr. Cheape.

To Southampton, per P. and O. steamer *Tanjore*, expected to arrive December 5.—From Yokohama: Mr. Robson, Lieut. Grant. From Hong Kong: Lieut. Fortescue, Lieut. W. Hill, Dr. R. Bernard, Mrs. Mellish four children, and servant, and three second-class passengers. From Shanghai: Mr. Weston. From Penang: Mr. and Mrs. Ottarbin. From Galle: Mr. Robertson, Mr. Elliott, Mr. Crane.

PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, Nov. 28.—To Hong Kong: Mr F. W. Jarrard, Mr. E. Tackerman. To Ceylon: Mr. H. E. C. Grey, Mrs. Dalton, Colonel Macdonald.

Per P. and O. steamer *Ceylon*, from Marseilles, Dec. 6.—To Singapore: Mrs. C. Younge. To Ceylon: Mr. J. Stephens, Captain Patterson, Mr. and Mrs. R. Morris.

Per P. and O. steamer *Ripon*, from Southampton, Dec. 12.—To Shanghai: Mr Long.

Per P. and O. Steamer *Delta*, from Marseilles, Dec. 20.—To Hong Kong: Captain Roberts. To Ceylon: Mr. Faviell, Mr. Wall.

Summary of News from the Far East.

JAPAN.

HIOGO AND OSAKA.

The *Hiogo and Osaka Herald* announces that the public sale of land on the foreign concession at Kobé took place on the 10th September. Thirty-seven lots found purchasers at rates varying from a quarter of a boo to twenty-four boos and a quarter above the upset price—the highest prices paid being 24¼, 11, and 7¾ boos per tsubo.

We are indebted to the *Hiogo and Osaka Herald* for the following particulars. Out of the seventy-three lots offered for public competition there were thirty-seven sold; the total of the day's sale amounts in full to 54,000 dols. Paper money was tendered by some of the purchasers and refused by the auctioneers; under instructions from the Consuls, however, it was afterwards accepted.

We also learn from the *Hiogo and Osaka Herald* of the 12th Sept. that a meeting of the mercantile community had been held to discuss the expediency of measures being adopted for resisting an order issued by the Custom-house authorities at Osaka, to the effect that duty shall be paid at that port for native produce shipped thence to Kobe. It was resolved accordingly that a committee should be appointed to communicate with Governor Ito on the subject, and further, that the result of such interview should be laid before the Treaty Consuls. The formation of a Chamber of Commerce also occupied the attention of the meeting, and it was decided that rules should be drawn up to that end, such rules, however, to be considered as subject to subsequent revision.

Mr. Watts, the young man who proceeded to Kioto a short time ago, and was brought back as prisoner, has recovered all the goods he took to that place for sale, and has since been sentenced to a fine of 100 dols. by his Consul, who gave him a severe reprimanding for his unwarrantable act, making him understand that the next case of that kind would be punished by deportation.

The following translation of the Mikado's proclamation, respecting his residence at Yedo, is taken from the *Japan Gazette*:—

"Being now established in my reign and in the Government over all people of Japan, I have taken into consideration that Yedo is well adapted for the seat of Government, inasmuch as it is the greatest, the most populous, and the wealthiest city in the Eastern empire. I therefore decree that Yedo shall be the seat of my Government, and the city shall henceforth be called Toukéi, or the eastern capital. This I do because I consider my whole empire as but one body, and therefore I am anxious to show no partiality to either the Eastern or Western provinces.

"Let all my subjects be informed that such is my decree, given in this 7th month of the year Tatsu."

The following items of news are taken from the *Hiogo and Osaka Herald*:—

A heavy earthquake was experienced here on the morning of September 11th at half-past one o'clock. Judging from the manner we were rocked about, and the duration of its shock, we think that we are justified in saying that it is the severest we ever experienced in Japan. We have heard it surmised before that earthquakes were unknown in these parts.

The name of the city of Yedo has been changed by the Court at Kioto to Ton Kio (East city or Eastern miyaco). The cause of this is, we believe, attributable to it being the intention of his Imperial Majesty the Mikado to have the Court represented at that city by some person bearing a very high title.

Five pieces of granite are now being carved for the purpose of raising a monument in the cemetery to the memory of the men of the *Duplelx*, who fell at Sakai in the late outrage. We believe the workmanship is to be of the best available, and the stone to be of the best procurable in these parts.

YOKOHAMA.

From this port we have a fortnight's later news, the present mail having left on the 7th October. The outward mail of July 31 was received on the 23rd September, and that of August 14 on the 1st of October, the latter being brought some days before its due date by the extra steamer *Sunda*. The latest London news, however, was that brought by the Pacific steamer *China*, in the shape of cable telegrams to September 1.

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The news by this mail is partially corroborative of the accounts received *via* San Francisco and published in our last issue. The *Japan Times'* summary is as follows:—

The *Sunda* has been sent up specially for the silk-egg freight, and we hear with great satisfaction that the enterprise of the P. and O. Company and the exertions of its agents here have been rewarded by a very valuable cargo.

The agents of the Pacific Mail Company continue to give deep offence to shippers, European passengers, and all but the crowds of Japanese Yaconins whom they transport hence to various places on the coast, diverging from their routes in a way which, however profitable for the moment, is extremely risky and quite out of all rule and precedent for mail steamers. From every quarter we hear complaints, and if the directors of the company in America have any serious intention of competing for what trade there is between Japan and China, or for our own coast trade, the sooner they make a change in their Yokohama staff the better for the shareholders. Private enterprise has hitherto refrained from competition with a powerful company, but the temper of the public at present cordially invites it, and if one of the Shanghai Steam Navigation Associations would extend its operations, or if a small company would start to carry mails, cargo, and passengers regularly on a line between Yokohama and Shanghai, touching at Nagasaki and Hiogo, the whole business would be placed at once in their hands, and the Pacific mail steamers would not get a package. Then it would be found, perhaps too late, that years of care and attention to the public wants would be required to recover the ground lost during the last few months of insolence and incapacity.

We are sorry to have to record, while on the subject of this company, a fatal accident on board the *Hermann*, which occurred during her late trip north. A plate blew out of one of her boilers, and five Chinamen were killed on the spot. Two of the engineers, Messrs. Herman and Barney, were badly scalded, and died subsequently.

Nee-e-gata has undoubtedly been taken by the Mikado's troops, but the accounts which have reached us thence as to the details of the capture are contradictory. In our leading columns will be found an article discussing the issue lately raised between the English Minister on the one hand, and the Representatives of Prussia and Italy on the other, apparently by contradictory statements made to each by the Mikado's officers here. To this matter we referred slightly in our last. We may take the occasion to mention that the whole behaviour of the officials of the Mikado is such as seriously impedes the efforts of the foreign friends of the new Government. Complaints are daily made by merchants of every nationality, of the Custom House people, who are more insolent, greedy, and corrupt than the men they have succeeded, without the one redeeming quality of knowing their work. The superior officers are even less intelligent and more arrogant than their predecessors, and the transaction of all business is more difficult and less pleasant than at any time since 1863. We lately had to report an insult to the Prussian Minister; now we have to mention a difficulty with the Dutch. We alluded in the summary of our last *Overland Mail* to an attempt by the Custom House to confiscate certain produce brought hither on Dutch account from Nee-e-gata. The Ministers resisted this, and the native authorities were so stupidly audacious as to issue orders that no boats should be let to hire to Dutch shippers or importers, and refused permits to land or ship Dutch cargo. Of course they had to give way and to apologise, but the mere fact of the attempt having been made shows how completely unfit for their position are the present representatives of the Mikado's government at this port.

It is not a matter of wonder, with such advantage given to them by their enemy, that the Northern party should attempt to influence the Ministers in their own direction. In another column will be found a document addressed to the representatives of foreign powers by the chiefs of the rebel army, a manifesto maintaining the justice of their cause. Now, just at the close of the mail, we hear of a more important move. The Tokugawa clan has, through the admiral of the late Shiogoon, formally proclaimed war in a circular letter addressed to the foreign Ministers, and the *Kai-yo-mar*, a powerful frigate bought last year from the Dutch, has left her anchorage at Yedo. This step has been taken by the clan, probably without the knowledge, and certainly without the consent of its chief, the ex-Shiogoon Yoshihisa, who remains at Tsurunga, in quiet obedience to the orders of the Mikado. That the foreign Ministers will accept this declaration as giving the rebels belligerent rights we cannot think likely, but it must not be forgotten that the sovereignty of the Mikado has as yet been formally acknowledged only by the Court of St. James's. Everything appears to us to point towards a compromise as the proper solution of the existing trouble; this, our readers will remember, we have repeatedly urged on both parties during the current year; our views are stated, somewhat more distinctly than usual, in our present issue.

We have little of moment to record of our social life. The weather has been desperately bad, and, in the total absence of any municipal care of the settlement, we have almost nightly robberies reported, constant complaints of the want of drainage and the inefficiency of the scavenger system, and streets almost impassable. The correspondence columns of the local papers have of course been more than usually full.

In direct opposition to the action taken by his colleagues, Sir Harry Parkes has issued a notification warning British subjects against trading at Ne-e-gata, declaring it not open to foreign trade, although Prussian and Italian subjects are allowed to go there under the protection of their respective Governments. The notifictaion concludes thus:—

"The undersigned accordingly notifies this information (that the Japanese Government has protested) to all subjects of Her Britannic Majesty, and hereby warns them that, as Niigata* has not yet been opened to foreign trade, any British subject proceeding to that port does so at his own risk, and cannot claim, while thus engaged, the protection of Her Majesty's Government."

The following is a translation of the circular letter of justification addressed by the "rebel" chiefs to the foreign Ministers:—

"*Notice to every Foreign Minister from Oshu, Dewa, and Echigo.* 1868.

"Sir,—We, the generals of armies of Dewa, Oshu, and Echigo, have the honour to inform you that since the American Minister first came here in Japan, and made the treaty of amity and trade, the foreigners and Japanese are coming and going between the mutual countries, and passing over the waves on a hundred thousand miles so as going on a flat road. As your Government is continuing the trade here with all the heart, we have the great reason to hope that every foreign study and European accomplishment will be opened in this country in a few years; really, this is the most happy for the Japanese people.

"Well then, there is something we wish to communicate you about. Since the Tokugawa family had returned his authority of Taikun to Kiyotoa the Japanese Emperor is still youth, and the villains keep the authorities of the government in themselves, and there is no good government, but a very cruel and violent behaviour showing their powers; and Daimios being afraid, are serving them at any order, but most of the said Daimios are not of the sincere obedience. This is the thing which the God and the people look at, and the time will come soon, in which the worst is killed, the right becomes to be seen, the brothers are friendly, and the master and servants are on good terms; to be sure this time will come, for the Heaven is also on this country!"

"As our masters and we saw the above reason through, an agreement has been made between us after an upright consultation, having to show our right to the world. If an enemy comes to us we shall resist him, and if he retires we shall not pursue him; we only are keeping our places, and are for a light time in the world!

"We suppose that every foreign Minister looking at this domestic trouble had found such a reason as we mentioned, and seen our heart through already; but in order to let you know more clearly of this we have presumed to send you this letter, and we hope that you will not make any mistake between the right and wrong, while they will perform anything in the name of the Emperor.

"We hope you will excuse us this freedom, and beg leave to remain, Sir, your obedient servants,

"Ashina Yukiye, under the Prince Sendai.
"Shikibe Nagato, " " Yonezawa.
"Kajiwara Heima, " " Aidz.
"Ishiwara Kurayemon, " Shonai.
"Kawai Keinoszke, " " Naga-oka.

"There is said that this letter has been received by the Ministers of ten countries, and at the same time their receipts have been given out."

The arrest of Mr. Dell'Oro, announced by last mail, is understood to be in consequence of a suspicion, on the part of the Minister of Commerce in Florence, that he has detected among the cards seized in Italy cards sent by M. Dell'Oro in 1865, a forgery of the French Consulate seal. The general impression in Yokohama is that the charge will not be sustained.

The well-known gunboat *Snap*, formerly commanded on this station by Lieutenant Gurdon, R.N., has been sold at public auction by Messrs. Cope and Co., and bought by Messrs. Siber and Brenwald for 7,250 dols.

SHANGHAI.

Dates hence are to the 14th October. The English mail of the 14th August arrived on the 27th September, and that of the 28th August on 13th October, with telegrams to the 15th September. The American mail, with dates from New York to the 1st September, arrived on the 7th October.

The following items are from the *North China Herald*:—We hear upon authority, which we believe to be reliable, that the Chinese officials have despatched 700 Imperial troops from Tientsin in a sailing vessel to Chefoo, to proceed thence to the gold diggings and "drive away the foreigners." We understand that these troops first desired to take passage in one of Messrs. Russell and Co.'s steamers, but the price asked for conveyance—namely, Tls. 3,000—was considered too high, and they therefore resolved to take a sailing ship. The consequences of this step are likely to be serious, as it is not by any means improbable that the diggers may offer resistance; or if they do not, that the Chinese may go farther than the necessities of the case may require, and not content themselves, as they should, with merely bringing the men to their Consul, provided they do not offer resistance.

* We have elsewhere commented on the inconvenience caused by this absurdly affected manner of spelling Ne-e-gata.

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We have already mentioned that it is purposed to get up a company for the erection of cotton-spinning machinery in Shanghai. The news is creating great excitement among the peasantry. A petition has, we are told, been presented to the Taoutai, begging his influence to prevent such a calamity. There are thousands of women in the neighbourhood, said the petitioners, who gain a livelihood by hand spinning, and who will be reduced to starvation if their occupation be superseded by machinery.

A report was current yesterday (Oct. 7th) to the effect that the steamer *Mona* had struck on a rock in the Inland Sea, during a violent gale, while engaged in transporting Japanese troops.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, October 13.

When I wrote you last public opinion was busy about the Yangchow affair, and adverse criticisms upon Commander Bush's conduct were freely uttered. Since then no steps have been taken by the British authorities beyond sending one of the Consular assistants to Nanking, with what object is uncertain. This, however, is certain, that he did nothing. Tseng-kwo-fan holds to his intention of not giving satisfaction; and although Sir Harry Keppel arrived here with the *Salamis*, *Satellite* and *Rodney*, no steps have been taken to bring the Viceroy to his senses. We have still to learn that striking while the iron is hot is the secret of success in politics as well as in smithcraft. So far, we have borne the insults offered us without retaliation. We have indeed set an example of the most orthodox patience and resignation to our fiery and volatile French neighbours. On the 28th ult. a proclamation, dictated by Tsing-kuo-fan was posted at Chinkiang by the Chihsien. This acknowledged the right of bodies corporate, such as missions, to rent land and houses, but imposed certain restrictions, as to reporting to the magistrates, &c., not contemplated by the treaty. The people, however, probably instigated by rumours from the yamens, put up on the following day a counter-proclamation, a translation of which I send you :—

"Important Notice!

"We, the people of Chinkiang and vicinity, are determined that no houses or land within the city shall be let to, or held by foreigners; and hereby give notice that, in case any houses are so let or sold, the houses shall be burned and the person letting them cast into the flames. And if any of the assistants in the Yamun point out public vacant lands and desire the officers to let such to foreigners, their houses shall also be burned and they themselves treated as above noticed. First Shih Chou and Chun Wun Ho'ng shall be burned, together with their houses; furthermore, we will not pay the customary taxes. Notice by the people of Chinkiang and vicinity."

It is not hard for any one at all acquainted with Chinese official wire-pulling to divine the inspiration which prompted this notice. But the animus of the magistrates was clearly shown by the fate which befell a luckless innkeeper who was rash enough to take in the Rev. Mr. Taylor and his party. In the face of the English protest, he could not very well have been actually tried for his offence. But his ruin was effected quite as surely by the ingenious plan of sending a mob of Yamen followers to live upon him—to eat, drink and smoke at his expense until he was rendered utterly bankrupt. We are all waiting to learn what will be the final result, but as yet there is no sign. Meanwhile, not to be behindhand, the Shanghai people pasted a notice on one of the gates of the city, defaming the Christian religion and the missionaries. This the French Consul took up, and compelled the Taoutai to issue the following proclamation :—

"An anonymous proclamation is in itself a grave violation of the laws of the Empire. In addition, the construction of churches and the propagation of the Christian religion, as done by Europeans in the Empire of China, is authorised by the treaty; and, further, it is optional with every individual to follow or not to follow this religion as he likes. Why, then, should such proclamations be fixed up contrary to all law? It is evidently a violation of the laws. I have given orders to the Che-Hsien to find out the authors of this proclamation, and to punish them severely. I also publish this proclamation to inform the inhabitants of this part of the country, and those from other provinces residing at Shanghai, that anonymous placards are prohibited, and that the right to propagate religion is contained in the treaty. In future, therefore, all must preserve peace and harmony, and each be allowed to follow his own belief and his liberty of conscience. Those who have the audacity to disobey will be arrested, judged, and punished without remission, and with all the severity of the law. Tremble!"

These signs are not without their import. They are indeed the best and most practical comment upon Sir Rutherford Alcock's policy.

While I am writing of purely native matters I may as well tell you that the well-known Li Hung-Chang has been promoted to the Vice-Royalty of the Two Hu, Tseng Kwo-fan being ordered to assume the government of Chihli, while Ma, Futai of Fukien, takes his place at Nanking. Ma is a Mahomedan, and is said to be bitterly hostile to Christianity. The north of China is still disturbed, and the neighbourhood of Newchwang has lately been ravaged by banditti. Of the latter, however, a large number, including three chiefs, have been captured and executed, and for the time being tranquillity has been restored.

The reports from Chefoo are favourable to miners. About forty diggers are now busily engaged on the gold-fields, and are said to be making far more than is sufficient to pay their expenses. The last advices from Tienstin brought the news that an expedition was being fitted out there to guard the Cheefo mines, and prevent foreigners from working. If this be true, and it is well authenticated, we may expect to hear soon of pitched battles between the miners and the native troops. The proximity of the gold-fields does not create much excitement at Chefoo itself. The store-keepers are making money by the increased demand for supplies, but the general community pursue the even tenor of their way. The autumn race meeting was held on the 25th and 26th ult., and was very well attended by the natives and foreigners. The Taoutai presented a cup, and addressed a complimentary speech to the winner, thus making this race the most attractive of the eight events set down in the programme. From Hankow there is no news of importance. H.B.M. gunboat *Dove* while on a pleasure excursion up the river went ashore about five miles above the settlement, but was towed off by Messrs. Russell and Co.'s steamer *Moyune*, which was immediately sent by the S. S. N. Co.'s agent to her assistance.

By last mail Mr. Davidson, an old and highly respected resident at Ningpo, returned to England. His departure was signalised in a most unusual and gratifying manner by the native guilds. They presented him with a pair of umbrellas as a mark of their esteem; and, indeed, when you remember that one dissentient voice is sufficient to prevent a testimonial of this kind, you will admit that Mr. Davidson's career must have been one upon which the breath of suspicion never rested. The foreign residents have started the plan of bi-monthly lectures on Chinese subjects. Two have already been delivered, one by the Rev. A. E. Monk on "Chinese Beggars," the other by Mr. Gardner, of the British Consulate, on a Chinese novel. The attendance upon both occasions was very large, and the plan seems to meet general approval.

Turning now to matters purely local, your readers have perhaps already heard by telegraph that the *Ajax* has been successfully raised—a great triumph for Mr. Batchelder, the engineer who took the contract. With this exception the settlement has during the last fortnight been singularly barren of incident. Dr. Alford, Bishop of Victoria, has paid us a flying visit on his way to Peking, but promises a longer stay on his return, when he purposes to consecrate the new cemetery, leave having been obtained from the Municipal Council. Our local Parliament has not been idle. A plan adopted by the last land-renters' meeting for supplying the settlements with water, by means of a large reservoir on the bank of the Defence Ditch, has been shelved by the Public Works Committee, on the grounds that if carried out according to the original scheme it would prove useless, and if made really of advantage it would involve an appalling outlay. Perhaps, after the raising of the *Ajax* the most noteworthy event of the fortnight has been the establishment of a new evening paper—the *Shanghai Courier*. Its editorial department is presided over by a committee, whose members have as yet kept their identity in the dark, although suspicion points to three gentlemen well known as occasional contributors to the local press. Mr. Jones, of Consular notoriety, who is a partner in the management of a paper similar in plan to the *Courier*, considers himself aggrieved by the existence of a rival, and some acrimonious articles, have in consequence varied the dull monotony of the papers, to the amusement of the reading public. The advent of autumn with a much diminished temperature has given an impetus to amusement, and the cricketers have opened the ball by three highly successful matches. The Rowing Club have also commenced operations, and a regatta is announced for the 30th and 31st instants. Of the thirteen events promised that which excited most interest was a grand "International Race," English *v.* American eight oars; but it was officially announced yesterday that, in consequence of the illness of one of the American eight, the race is "off." Both the "Amateur Dramatic Company" and the "Concordia Liedertafel und Theater Verein" have opened the theatrical season most successfully. We have likewise a professional company at present in the settlement, and therefore we may fairly look forward to a plentiful harvest of amusement during the winter months. The Asiatic Society has received a new instalment of vitality in consequence of the gift by the English Government of a strip of land, upon which it proposed to build a suitable meeting-hall, library, and museum. The "Debating Society" also is recruiting its forces for the winter campaign, and there is a proposal still *sub judice* to establish lectures similar to those lately inaugurated at Ningpo. Preparations are on foot for the race meeting, and the bi-annual sale of griffins has taken place. The days of competition for ponies have, however, passed by, and Tls. 140 was the highest figure obtained. It must be confessed, indeed, that the mob was not very promising. As an additional means of enjoyment in prospect, I may mention that there is a chance of a good road being at last constructed between Shanghai and Wusung. The Customs' have offered to contribute one-third of the requisite cost (Tls. 1,500) if the community will subscribe the remainder (Tls. 1,000). Were a road fit for carriages once made, and kept under efficient supervision so as to prevent the destruction of the bridges by seekers for fuel, and the tearing up of the road by cross drains from the paddy fields, bungalows would quickly spring up at Wusung, and few but those absolutely obliged to stay would spend a summer's night in the settlement.

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You have no doubt already heard of the death by drowning of Mr. Harris, paymaster of the *Rodney*. It occurred on the very evening of the ship's arrival at Wusung, and was caused by the oversetting of his boat by a fishing stake. He was at the time on his way to Shanghai. Mr. Harris was most popular with his messmates, and although not personally known to many in Shanghai, his death happening under circumstances so peculiar cast an unwonted gloom over the community.

The Mixed Court has signally failed to give satisfaction to foreigners. The presiding mandarin has no power to act in cases of any importance, and hence the abuse still exists which the establishment of the court was designed to rectify. A glaring piece of injustice was lately perpetrated which has laid the institution open to the sneers of the local press. A compradore, employed by a person named Mayne, sought the protection of the court against a number of workmen who had put up some buildings for his master. It appears that Mr. Mayne had agreed to give 100 dols. for the work in question, but it was executed so badly that he had it valued, and refused to pay more than 60 dols. The compradore had nothing to do with the transaction, either in making the contract, refusing to pay, or obtaining the valuation. Nevertheless, he had been frequently set upon, beaten, and otherwise ill-used. These facts were well established by evidence; nevertheless, the mandarin "recommended" him to pay his assailants 20 dols., and thus settle the matter. This is but a specimen of the justice administered; yet the strange part of the story is that an English assessor—one of the consular assistants—is supposed to aid the Chinese magistrate in coming to his decisions. A curious instance of "trade-unionism" was brought to light here the other day. The carpenters struck for higher wages, and stopped work at the docks. One of the dock superintendents, not to be bullied, immediately procured a gang of seventy-five workmen from Hong Kong, and these the unionists endeavoured to intimidate. The ringleader was arrested and sentenced to sixty blows, while the other offenders were admonished and dismissed.

The English mail of the 14th August arrived here on the 26th ult., and that of the 28th August was due, and arrived to-day. The arrangement whereby the incoming and outgoing mails fall on the same day, is, as you may imagine, most unfortunate.

HONG KONG.

Our advices from this port extend to the 20th October. The outward mail of Aug. 28 was delivered on the 6th October, with telegrams to the 15th of September. By other vessels from Calcutta later London telegrams, to the 24th September, had been received.

The chief interest of the news centres in the fact that the colony is once more in a solvent state. At a meeting of the Hong Kong Legislative Council on the 3rd October the estimates for 1869 were laid on the table. The Governor stated that on the 31st December, 1869, there would be a surplus of revenue of about 170,000 dols.

Apart from this, the local news is meagre, and is thus summed up by the *China Overland Trade Report*:—

"The event of the fortnight in Hong Kong has been the meetings of the Legislative Council and the discussions on the estimates. These exhibit a considerable increase in the annual expenditure, and in so far are open to censure. The colony has not been progressing during these last three years, and its prospects are not very brilliant in the future. The decrease in the amount of business done here is something astounding; the value of all kinds of property has fallen, yet the expenditure increases year by year, and the taxation in the same ratio. It is hard to say where, in the estimates, the reduction is to be made, but there is a strong feeling that we have too many officials for the work to be done, and that one half of those in the higher grades could safely be done without, if those to be left behind were men able and willing to work, as, for example, his Excellency the Governor himself works. The detailed estimates appear further on this report, so that it is needless here to introduce the figures. An Ordinance introduced for the purpose of providing Captain Quin, Superintendent of the Hong Kong police force, with a decent excuse in the way of a pension for retiring from a service for which he is totally unfit, was passed without comment in Council, although out of doors it was much questioned, and strongly objected to. Perhaps the councillors were wise to say nothing against it, for nothing they could have said would have prevented it passing. Another Ordinance of some importance was introduced, but referred to a special committee for amendment; in deference to the very well grounded opposition of the public press. It is a draft ordinance, framed for the purpose of regulating buildings in Hong Kong, and is supposed to have been modelled on the Metropolitan Buildings' Acts, London. Had it passed as first read it would be a most hurtful piece of legislation, and must have been repealed or largely amended in a short time. It copies from the English Act the strict rules and minutes, and apparently impertinent legislation, for which that Act is distinguished, but omits all those provisions which render those rules so elastic and accommodating in practice, and which deprive the Act of the least semblance of harsh or unnecessary interference with the rights of property."

"His Excellency's financial statement speaks for itself, and he may well be proud of the reformation he has effected in that respect. The colony is now out of debt, having paid up all arrears of military contribution, and has in hand a sum of money available for purposes of improvement. A new line of road was proposed, but negatived, as not required. The Civil Hospital is to benefit by the change, and the funds proposed for the road will go far to rebuild the hospital on its present site. A vote was passed for a new steam gunboat and for a steam launch for the colony, both of doubtful necessity, and a sum was placed on the estimates to the credit of the City Hall, to cover the salary of a librarian and curator.

"The deaths of Mrs. Smale, the wife of his honour the Chief Justice, and of Mr. Clark, Acting Assistant Surveyor-General, have thrown a gloom over the colony."

The present mail brings a reply from the Colonial Secretary of Hong Kong to the "Memorial" addressed by the committee of the Social Science Association to the Governor, on the subject of the gambling license. We hope to be able to reproduce it entire in our next issue.

SIAM.

Advices from Bangkok bring the news that his Majesty Prabat Somdetch Pra Chom Klau died at a little past nine P.M. on the 1st of October, in the sixty-fourth year of his age and the eighteenth of his reign. Thus Siam has lost, perhaps, the most enlightened and accomplished prince that ever ruled the country. At ten P.M., the royal council of Senabawdees, consisting of princes, nobles and Bhuddhist priests, met in the Royal audience hall under the presidency of H.E. Chow Phya Kalahome, and unanimously elected for king Prabat Somdetch Pra Paramindr Maha Chulalongkorn Kate Klou Chou-Yu-Hua, the eldest son of the deceased King. As the new King is young, H.R.H. Prince Chowfa Maha Mala was appointed as his Majesty's assistant adviser in matters of state and Government. H.R.H. Prince Mun Pawarwijajan, commonly called Prince George Washington, and well known, too, and highly popular with foreign residents, was elected as Second King. H.R.H. has been in command of one of the Siamese war steamers, and is a practical sailor. At Hua Wan, during the late eclipse, his ship was inspected by the late Captain Edye, of H.M.S. *Satellite*, who spoke in high terms of her condition and the discipline and efficiency of her crew. H.R.H. will be known as second king, under the title of Krom Pra Racha Wang Bowwawn Bowara Sahtan Mongkon. The obsequies of the late king, or the royal cremation, will not take place till April next. The new regime was installed peaceably and quietly, nor were any apprehensions entertained of disturbances. H.E. the Prime Minister, Chow Phya Kalahome, had gone into the country for a few days' recreation, and this does not look as if there was any probability of any emeute taking place.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices to Singapore to the 27th Oct. Owing to the resumption of the Penang service the interval has been longer than usual, and the following summary (from the *Straits Times*) presents some interesting items of news:—

The *Emeu* arrived from Galle *via* Penang on the evening of the 15th October with the home mails of 11th September, and brought London telegrams down to the 3rd. She brought news also of the wreck of the steamer *Reiver*, on the 18th September, on the Preparis Islands, near Rangoon, with 1,600 chests of opium on board, valued at 30 lacs, or £300,000. No further particulars have yet been received.

There has been some more correspondence about the Gambier question, but as the Bill has been lost in the Council, the interest in it has died out, and further discussion has become unnecessary for the present.

The Legislative Council held a sitting on the 16th October, when a discussion took place as to the propriety of enacting a Bill for compulsory vaccination. The vote of the Council was in favour of such a measure, the Hon. T. Scott being alone against it. A memorandum from the Commissioner of Police and the Colonial Surgeon in favour of the Bill was laid before the Council, as also a memorandum from the Attorney-General against it, but nevertheless the latter hon. gentleman voted for it. It was also agreed that a Bill for the Registration of Births and Deaths was required. It is very odd that nothing was said about marriages. Do our councillors imagine that the natives never marry?

The Governor laid before the Council the estimates for 1869, accompanied by an explanatory letter from the Auditor-General. The revenue is put at 1,390,476 dols., and the expenditure at 1,318,217 dols., showing a balance of 72,258 dols. in favour of the revenue. The memorandum of the Auditor-General is worth perusing. The hon. gentleman states that on the 1st April, 1867, the colony started free of debt. From 1st April, 1867, to 31st December, 1868, the total revenue, exclusive of loans, will be 2,136,214 dols., and the total expenditure, including Government House, new steam vessels, and everything else, will be 2,016,480 dols., leaving a surplus of revenue over expenditure of 120,764 dols. Add to this the

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estimated surplus for 1869, viz., 72,258 dols., and on the 31st December, 1869, the colony will have on hand the very handsome sum of 193,022 dols., and will thus beat proud and haughty Hong Kong by 23,022 dols.! Let us hope that the figures will turn out to be correct to a cent; but it may be as well not to be too sanguine. The statement is almost too good—too *couleur de rose*—to be true, and we hardly think it is lucky for the Straits and Hong Kong to be in such good case. We shall further only remark, that it is to be noted that the estimated expenditure for 1869 is 4,000 dols. in excess of that for 1868, and this, notwithstanding a saving on steamers, convict and local jails, of 35,000 dols. This shows that expenditure is increasing as well as revenue.

The Tanjong Pagar Dock was opened on the 17th Oct., by his Excellency the Governor, with great *eclat* and sucess. The day was observed as a general holiday by all classes. Lady Ord, Sir Benson and Lady Maxwell, and all the beauty and fashion of the place graced the occasion by their presence.

On the same day the steamer *Vine* arrived from Bangkok, bringing news of the death of the King of Siam; his Majesty, Prabat Somdetch Pra Chom Klau, died a little past nine o'clock on the night of the 1st Oct. His eldest son, H.R.H. Prince Chulalongkorn, succeeds him by election under the title of Prabat Somdetch Pra Paramindr Maha Chulalongkorn Kale Klou Chou-Hu-Hua. A second King has also been elected, viz., H.R.H. Prince Krom Mun Pawarwijayian, commonly called Prince George Washington, under the title of Krom Pra Racha Wang Bowwawu Bouwara Sahtau Mongkou. Some apprehensions of a revolution were entertained, which have turned out to be without any foundation. From the China papers also we learn that a serious difference had arisen between his late Majesty and Mr. Alabaster, H.B.M.'s Consul, which made the latter go so far as to haul down his flag, but no reliable particulars are given.

The Cavanagh Bridge has arrived at last from Glasgow, and is being landed at the Tanjong Pagar Wharf. This public work, which will be such a convenience to the European portion of the community, is making exceedingly slow progress.

The powder storage question has been settled so far by permission being granted to a Chinese Kongsi to build a shore magazine at Tanah Merah Kechil, seven miles away from town, and capable of holding 20,000 piculs. It is a moot question whether a shore magazine, even at this distance, is as safe to the town as a floating hulk only two miles away.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—During the earlier portion of the interval business considerably improved, and prices for all leading staples advanced. Subsequently, however, a fall in the value of native coin, combined with the setting in of heavy rains, caused a relapse, and at the departure of the mail business was almost suspended, and rates had gone back to the former level, except for Yarn, prices for which were maintained. Cotton Yarn: Business had been limited to a few sales of 16-24s and 28-32s, dealers having been occupied in taking delivery of former purchases. Grey Shirtings: Less business had been done, and rates were only just maintained. White Shirtings had declined in value and were out of demand. T-Cloths: Nothing doing; quotations nominal. Spots and Brocades: Quiet, nominal, and unsaleable. Velvets: Less inquiry for Black; quotations easier. Taffachelass: There was some enquiry, but at unremunerative prices. Other Cotton Goods not inquired for. Camlets: Little inquiry for anything but Black, which had been rather freely saleable at $18.50 to 18. Scarlet and Assorted difficult of sale. Cloth is in less demand. Blankets: Still wanted, but no stocks; prices firm. Metals: Very depressed. The current quotations were as follows:—Cotton Yarn: Nos. 16 to 24, $48 to 49 per picul; 28 to 32, $52 to 53; 38 to 42, $48 to 49. Grey Shirtings: 7 lbs., $2.30 to 2.38 per piece; 8.4 to 8.8 lbs., $2.93 to 3.03. White Shirtings, 56 to 60 reed, $2.80 to 3; 64 to 66, $3 to 3.20; 68 to 72, $3.30 to 3.60; T-Cloths, 6 lbs., $1.90 to 2; 6.8 to 7 lbs., $2.10 to 2.30.; Turkey Red Cloth, 24 yards 32 inches, $2.80 to 3.10; Spotted Shirtings: White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Brocades, White, $3.25 to 3.50; Dyed, $3.40 to 3.60; Velvets, Black, $8.75 to 9.75; Assorted, $8 to 9; Taffachelass (single warp), $2.60 to 2.80; (double warp), $3.20 to 3.50; Chintzes, $2.20 to 2.60; Victoria Lawn, $1 to 1.25; Handkerchiefs, $0.75 to 1 per dozen; Camlets, S., $16 to 17 per piece; S.S., $15 to 15.50; S.S.S., $13 to 14; B.B., $16 to 17; B.B.B., $16 to 17; Camlet Cords, $3.75 to 5.25; Orleans Plain, $3.75 to 5; Figured, $4 to 4.25; Mousselines de Laine, 30 yards 30 inches, $6 to 8; Long Ells, $8 to 9.50; Lastings, $13 to 16; Crape Lastings, $6 to 11; Lustres, $4 to 5.50; Cloth, Broad, $1.50 to 2 per yard; Medium, $1 to 1.75; Union (54 inches), $0.80 to 1; Pilot and Army, $0.80 to 1.25; Blankets, $0.70 to $0.80 per lb.; Alpacas (30 yards), $5.50 to 7 per piece; ditto (42 yards), $10 to 11. Iron, Nail Rod, $3 to 3.50 per picul; Hoop, $4.25 to 4.50; Bars, $2.75 to 3.50; Pig, $1.30 to 1.50; Wire, $6.50 to 7; Lead, $7 to 7.75; Tin, $17 to 18; Tin Plates, $8 to 8.50; Window Glass, $2.50 to 4 per box.

TIENTSIN.—There had been a slight improvement in the demand, and sales 8¼ lbs. Grey Shirtings had been effected at Tls. 2.2.6 to 2.2.7.

HANKOW.—The market had continued very dull, and prices were again weaker for most descriptions of goods. Grey Shirtings: A few sales only had been effected, and quotations were merely nominal, 8¼ lbs., Tls. 2.3.0 to 2.3.1; 7 lbs., Tls. 2.0 to 2.0.3 T-Cloths and White Shirtings showed a decline of about 5 candareens per piece. Drills continued in good demand at previous rates. Woollens and Worsteds: Camlets continued in request, without change in price. Only a small business had been done in Lastings. Long Ells showed no improvement. Figured Lustres were less inquired for at a decline.

SHANGHAI.—The interval had not been characterised by much activity in the import market, and the tendency of prices had generally been downward. Sales of Grey Shirtings from first hands were estimated at 100,000 to 110,000 pieces, inclusive of several contracts to arrive, while the unsold stock was much above requirements. Some forced re-sales of Eagles had been effected at Tls. 2.28 per piece, and a fair quantity of first hand goods were simultaneously placed at this figure. These transactions had supplied the market for the time, and it was not certain if a rise in prices would be obtained. 7 lbs. cloth had been in good demand, and prices had ruled from Tls. 1.95 to 2.03 per piece. Closing rates were Tls. 2.25 to 2.28 for 8¼ lbs., and Tls. 1.96 to 2.00 for 7 lbs. Many holders preferred to wait for a more active demand, or until the speculators' goods were off the market. Stocks had been materially increased by arrivals from England, and the re-exports had been on a moderate scale. T-Cloths were reported to the extent of 80,000 to 85,000 pieces of all weights, at gradually declining rates. Stocks were heavy, and the demand languid. 6 lbs. were quoted Tls. 1.55 to 1.75, and 7 lbs. Tls. 1.65 to 2.00. The supply of 8 to 8¼ lbs. 36-inch was much in excess of requirements, and prices had receded to Tls. 2.1.5 per piece for fair to good makes. Best kinds were only saleable in small lots for local wants. White Shirtings: Only a few transactions were reported at low rates, and these goods were very difficult to move. Buyers seemed very cautious, and, though holders did not press sales, there was no sign of an improvement in value. Drills: There had been large auction sales of damaged American goods, which had temporarily supplied the market, but the sound stock was firmly held for better prices. English goods were asked for, and 15 lbs. had changed hands at Tls. 4.40 per piece. Dutch Drills had been sold at irregular rates, the best price realised being Tls. 4.35 per piece. Jeans: One sale of English was reported at Tls. 3.70 per piece, showing an advance of two mace per piece, and there was a good inquiry for small lots on the spot. Sheetings: Dull of sale and lower in value. It was difficult to place American cloth 15 lbs. at Tls. 4.1.5 per piece. Fancy Goods: Generally had been in very limited inquiry, and sales had been difficult to effect. The demand for Black Velvets had continued, but had been readily met by arrivals from England. Woollens: Black Camlets had been much sought for, owing to better value in Japan, and several sales were quoted at much higher rates—assorted were dull of sale. Long Ells, Figured Orleans, and Fancy Woollens there was no material change to note. Metals.—Iron: Arrivals of Nail Rods had been very large; but, as the demand had been good, quotations remained unaltered. Bar, Hoop and Flat Iron had been less inquired for, and prices for these kinds had slightly given way. Lead: Sales of L. B. at Tls. 5.60, inferior brands Tls. 5.40; 2,170 piculs exported, chiefly to Japan. The Tamerlane, Dilpussund, and Laurel had added 4,082 piculs to stocks. Coal: The supplies had continued on a liberal scale, the market was in a depressed state, and prices were unchanged. In Cardiff there had been nothing done, and in English no arrivals. Arrivals of all kinds for September 10,817 tons, against last year same month 13,566 tons. The current quotations at departure of the mail were as follows:—Grey Shirtings, 7 lbs., per piece, Tls. 1.9.5 to 2.0.0; 8¼ to 8½ lbs., Tls. 2.2.5 to 2.2.9; 9 to 9¾ lbs., Tls. 2.7.0 to 3.0.0; White Shirtings (nominal), 56 reed, Tls. 1.9.5 to 2.0.0; 60 reed, Tls. 2.0.5 to 2.1.5: 64 reed, Tls. 2.2.0 to 2.2.5; 66 reed, Tls. 2.3.5 to 2.4.0; 72 reed, Tls. 2.6.0 to 2.7.0; 80 to 84 reed, Tls. 2.8.0 to 2.9.0; T-Cloths, 6 lbs., Tls. 1.5.5 to 1.7.0; 7 lbs., Tls. 1.6.5 to 2.0.0; 8 to 8½ lbs., Tls. 2.1.0 to 2.4.0; American Drills, 40 yds., Tls. 4.4.5 to 4.6.5; Jeans, 30 yds., Tls. 3.6.5 to 3.7.0; Sheetings, 40 yds., Tls. 4.1.0 to 4.1.5; English Drills, 40 yds., Tls. 4.2.0 to 4.4.0; Dutch Drills, 30 to 40 yds., Tls. 4.0.0 to 4.3.5; Handkerchiefs, Blue, per doz., Tls. 0.5.8. to 0.6.0; Brown, Tls. 0.5.2 to 0.5.8; White Figured Shirtings, per piece, Tls. 2.2.0 to 2.4.0; Dyed, Tls. 2.5.0 to 2.6.0; Brocades, White, 40 yds., Tls. 2.3.0 to 2.3.5; Dyed, Tls. 2.8.0 to 2.9.5 Damasks, Dyed, 40 yds., Tls. 4.5.0 to 4.9.0; Turkey Reds, 24 yds., Tls. 2.1.0 to 2.5.0; Velvets—Black, 22 in., per yd., Tls. 0.2.0 to 0.2.2; Blue, 22 in., Tls. 0.2.1. to 0.2.2½; Velveteens—Black, 18 in., Tls. 0.1.6¾ to 0.1.7½; 26 in., Tls. 0.2.6 to 0.2.7½; Dimities, 12 yds. 37 in., per piece, Tls. 1.6.0; Camlets, SS., per piece, Tls. 12.2.5 to 13.2.5; Spanish Stripes, per yd., Tls. 0.5.5 to 0.7.0; Medium Broad and Habit Cloth, Tls. 1.0.0 to 1.2.5.; Long Ells, Scarlet, 24 yds. HH., per piece, Tls. 6.5.0 to 6.5.5; CPH., Tls. 6.5.5: Assorted, HH., Tls. 6.9.0 to 7.1.0; CPH., Tls. 6.9.0 to 7.1.0; Lastings, 30 yds., Tls. 11.5.0 to 12.7.5; Iron—Nail Rod, per picul, Tls. 1.9.5 to 2.0.5; Fair to Good Assorted, Tls. 2.3.0 to 2.5.5; Hoop, Tls. 2.1.5 to 2.3.0; Flat and Round, Tls. 2.5.5 to 2.6.0; Lead, Tls. 5.4.0 to 5.6.5; Tin Plates, per box, Tls. 4.3.0 to 4.8.0; Steel, per tub, Tls. 4.0.0 to 4.2.0; Flints, per picul, Tls. 1.0.5; Window Glass, per box, Tls. 3.0.0 to 3.6.0; Coals—Cargo quotations afloat: Cardiff, per ton, Tls. 10.7.5; North Wales, Tls. 9.0.0; English, Tls. 9.2.5; Anthracite, Tls. 12.0.0 to 12.2.5; Australian, Northern, Tls. 9.0.0; Southern, Tls. 9.5.0.

FOOCHOW.—There had been no business during the interval.

HONG KONG.—Messrs. Olyphant and Co.'s Circular contains the following report of the trade since the departure of the last mail:—Cotton Yarn: The anxiety of holders to realise noted in our last has continued, and some demand arising for Nos. 16 to 24 for shipment to Japan and the coast ports, concessions on the part of importers have induced a larger business than we have been able to advise for some time past. The higher numbers are in limited supply, and though not in much demand, are held for former figures. The sales noted include 255 bales Bombay 16 to 24. Piece Goods: Grey Shirtings and T-Cloths show a further decline of 5 cents per piece. The former have been little dealt in, but a fairish business has been done in T-Cloths, for local consumption, at the reduced values, holders being willing sellers. White Shirtings are in small supply, and without material change. Stocks of Turkey Reds are much reduced, and sales have been made at an advance of 10 cents per piece. Spotted Shirtings and Brocades are again lower. 40 yard Dutch and English Drills are wanted, and have fetched 20 and 10 cents per piece, respectively, over last quotations. 30 yard English Drills have sold at a decline, considerable parcels having been received from Singapore. Quotations for American Cottons are entirely nominal. Woollens: Considerable transactions have taken place, but at lower figures for almost all descriptions. Scarlet Long Ells show a further decline of 5 to 10, and Assorted a decline of 20 cents per piece, and at these figures some 2,800 pieces HH. have found buyers. Scarlet Spanish Stripes are not wanted, but bes

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Assorted are in moderate enquiry at a slight advance. Blankets have been in good demand for Japan, and the market has been cleared, as well as contracts made for delivery of all parcels to arrive for two months to come. One parcel of 600 pairs 7 to 12 lbs. originally sold at $6.10 per pair, has twice been resold, on the last occasion at $7.50, but this is an exceptional transaction. Lastings and Camlets were selling quietly at former figures, when the market was completely upset by a sale, by one house, of 800 pieces of the former, and 1,600 pieces of the latter, at $14.25 and $16.00 per piece respectively—the purchaser being allowed five months in which to clear the goods. Other buyers are now unwilling to pay anything over these figures, but holders generally are demanding an advance on them of 50 cents per piece. It will require some time for the market to recover. Metals: Nail-rod and Hoop Iron are weak, and the latter in no demand. Bar is unchanged. Wire and Steel steady. Lead has further declined. Common has found buyers to some extent, but WB is out of stock. Tin is again dearer, the demand continuing, while supplies are almost exhausted. Tin Plates are a shade lower. Quicksilver firm. Coal: The arrivals have been—2,040 tons English (to consumers), 1,885 Welsh (350 to consumers), and 1,000 tons Sydney (600 to consumers). There is hardly any demand, the only sale having been 200 tons Welsh, ex godown, at $12.00. The following were the current quotations:—Cotton Yarn, Nos. 16-24, per picul, $100 to 125; Nos. 28-32, $142 to 145; Nos. 38-42, $155 to 165. Grey Shirtings, 7 to 7¾ lbs., per piece, $2.55 to 2.50; 8 to 8¼ lbs., $2.75 to 2.85; 9 to 10 lbs., $2.77 to 2.80. White Shirtings, 54-60 reed, per piece, $2.10 to 2.05; 64-66, $3.95 to 3.15; 68-72, $3.10 to 3.20; White Spotted ditto, $3.10 to 3.05; White Brocades, $3.25 to 3.20; American Drills, 30 yards, $3.10 to 3.05; 40 ditto, $4.90 to 5.60; Grey T-Cloths, 24 yds. and 32 in., $2.70 to 2.75; 24 yds. and 36 in., $2.57 to 2·65; Dyed Spotted Shirtings, $3.95 to 4.05; Dyed Brocade do., $3.95 to 4; Dyed Damask do., $7 to 6.60; Chintz, $2.35 to 2.55; Handkerchiefs, Blue, per doz., $1 to 0.90; Brown, $0.90 to 0.87; Red, $1.05 to 1.40; Velvets, Black, 22 inch, per yard, $0.60 to 0.55; Gentian, 22 do., $0.42 to 0.49; Velveteens, Black, $2.90 to 2.35; Spanish Stripes, per yard, $1.02 to 1; Long Ells, MM Scarlet, per piece, $9 to 9.10; Do. Assorted, $9.15 to 9; HH Scarlet, $8.90 to 9.00; Do. Assorted, $8.90 to 8.80; Camlets, SSS, $15.10 to 14.50; SS, $17 to 17.50; S, $17. 30 to 17.40; D, $18.60 to 18.30; BBB, $22.75 to 22.50; Lastings, $16.10 to 16.50; Iron, Nail Rod, Nos. 1 to 6, $2.20 to 2.40 per picul; Hoop, $3.60 to 3.45; Bar, $1.80 to 1.85; Small Round Rod, $2.60 to 2.95; Wire, $8.30 to 9; Lead, large, $8.60 to 8.40; Steel, English, $4.40 to 4.60 per tub; Swedish, $6.20 to 8.80; Sheathing Metal, $23.70 to 27 per picul; Quicksilver, $65.50 to 66; Spelter, $5.50 to 5.40; Coals, afloat, English steam, $14.50 to 14 per ton; American Anthracite, $10.20 to 10; Sydney, $8.40 to 8.30; Window Glass, $3.25 to 3.23 per box.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The active demand noted in our last report had somewhat subsided, and the business done had consequently been on a moderate scale, not more than 2,300 piculs having been settled since the departure of the last P. and O. mail. Owing to the fall in the value of native coin dealers had shown more readiness to do business, resulting in slightly easier rates being taken for the lower grades; for good medium to choice, however, prices had been fully maintained. Supplies had been fair, and stocks remained with little change. The Queen of the Age, Grenadier, and Havilah were loading for New York. The total export of tea from 1st July to 6th October was computed at 2,436,775 lbs., against 2,501,352 lbs. during the corresponding period last year. The current quotations were:—Common, $22 to 23 per picul; good common, $24 to 25; medium, $25 to 26; good medium, $28 to 30; fine, $30 to 35; finest, $36 to 40; choice, nominal.

SHANGHAI.—Black: For a few days after the departure of last mail rather large transactions took place at fair market rates. This gave confidence to holders, who became firm in their demands, and later purchases were generally at a slight advance. Telegraphic advices, however, had checked buying, and the market closed quiet and drooping. Settlements for the fortnight, 23,200 chests; reshipments on owners' account, 3,750 chests; stock, 70 chops, or 23,709 chests. Quotations (duty paid, exchange for credits, at 6s. 0¾d. per tael, and freights at £2. 10s. per ton):—Hohow, common to good, 1s. to 1s. 3¾d.; Oonam, common to fair, 11½d. to 1s. 2d.; Ningchow, common, 1s. 0¾d. to 1s. 2½d.; Oopack, common to fair, 1s. 1½d. to 1s. 2¾d. per lb. Green: These had been in rather better inquiry for America, the demand running chiefly on fine to finest kinds, and a good business had been done in Pingsueys for England. Prices showed little change, fine Moyunes were at one time a little easier, but had again recovered their former level, and all descriptions close at about last mail's rates; it is, however, difficult to arrive at true quotations, on account of the great irregularity of the settlements. Heavy arrivals were expected from the river, and with accumulating stocks we should see a lower range of prices. Settlements for the fortnight, 30,350 half-chests; reshipments on owners' account, 3,300 half-chests; stock, 78 chops, or 45,480 half-chests. Quotations, duty paid (exchange, &c., as above), were as follows for Fychow and Moyune teas:—Gunpowder, 1s. 7d. to 3s. 7d.; Imperial, 1s. 3d. to 2s. 10d.; Young Hyson, 1s. 1½d. to 3s.; Hyson, 1s. 1½d. to 3s. 5d.; Twankay, 9d. to 1s. 6d. per lb.

FOOCHOW.—Messrs. Odell and Co. report as follows:—Our last advices were dated 25th September, since when a moderate amount of business has been transacted. Congous: On the arrival of the English mail of 14th August our market assumed a quieter aspect, and for a few days settlements were on a very limited scale; latterly, however, buyers have shown more confidence, and some large purchases have been made on both English and Australian accounts, the market closing very firm at previous quotations. Souchongs continue in fair inquiry, and prices are unchanged. Oolongs: There have not been any transactions during the fortnight. Scented Teas have been in but limited request. Flowery Pekoes: A few small parcels, common kinds, have been taken for shipment to India. Settlements for the fortnight have been:—Congou, 19,116 chests at Tls. 9.3 to 23.3 per picul ship off; Souchong, 2,327 chests at Tls. 19.8 to 31.3 per picul ship off; Oolong, nil.; Scented Teas, 1,113 boxes at Tls. 8.05 to 23.8 per picul ship off; Flowery Pekoe, 260 chests at Tls. 26.8 to 31.3 per picul ship off. The above settlements of Congou were made at the following rates:—Dust to broken leafs, Tls. 9.3 to 12.8 per picul ship off; low ordinary to common kinds, Tls. 14.8 to 18.8 per picul ship off; common to medium flavoury kinds, Tls. 19.8 to 23.3 per picul ship off.

AMOY.—The market had been cleared of Congous at a decline of about one dollar per picul, and supplies were virtually exhausted. Some 2,000 packages Oolongs were settled during the early part of the interval, at a slight reduction from former rates, but latterly no purchases had been made, teamen refusing to make any further concessions. The stock was about £88,000 packages and a marked decline in prices was expected unless buyers came forward.

CANTON.—The settlements had consisted of a limited amount of Scented kinds and Canton Greens at a decline of about a tael from last quotations, but no other transactions had been reported, buyers showing no disposition to purchase in the face of the discouraging advices from England. Holders did not appear at all anxious to realise. No additions had been made to the stock of Congou, for which there was no inquiry.

HANKOW.—Settlements since our last had again been small, and almost entirely on account of Russian buyers, for shipment via Kiachta. Prices were reported without change. Shipments to Shanghai continued on the same liberal scale as before, and unless prices declined further heavy supplies would be sent forward. Settlements since the 18th September:—4,685 chests; contracts, 2,144 chests; reshipments, 10,661 chests. Quotations were:—Oopacks, common to fair, Tls. 14.0 to 16.5. Oonams, no settlements. Export of Tea from the 1st January, 1868, to the 7th October, 1868, 42,895,780 lbs.; 1st June to the 7th October, 1868, 42,601,265 lbs. Stock, 700 chests.

KIUKIANG.—Black Teas: Arrivals had continued on a fair scale, but, as before, the greater part of them had been sent forward to Shanghai. Prices were reported higher, owing to news of large transactions in Shanghai during the early part of the fortnight. Settlements, 783 chests. Quotations were:—Ningchows, Tls. 14 to 15½; Hohows, nominal. Export from 1st Jan. to 9th Oct. 1868, 144,880 chests; 1st June to 9th Oct., 1868, 141,780 chests; stock, 1,255 chests. Green Teas: Large arrivals had taken place, and a small business had been done at Tls. 30½ to 37½. The quality of the new Moyunes was reported inferior. Settlements were about 5,150 half-chests. Export from 1st Jan. to 9th Oct., 1868, 49,672 half-chests; 1st June to 9th Oct., 1868, 32,181 half-chests; stock, 16,517 packages.

SILK.

YOKOHAMA.—The market for this staple continued active, settlements to the extent of 700 bales having been made. At the close, although dealers evinced some anxiety to realise, prices remained nominally the same as last mail's quotations. $1,000 had again been paid for extra good parcels of Hanks. The unseasonable weather had somewhat retarded arrivals from the interior, and the continued disturbances in the Northern Districts still prevented Oshus and other sorts made in that quarter, from reaching the market. The unsold stock was estimated at 600 bales. Silkworms' eggs: The season was almost closed; best cards continued to be bought at $3 to 3½, the transactions that had taken place, however, had been almost entirely in Bivoltini, and inferior annuals at 25 to 75 cents. Total settlements for this season were 1,650,000 cards, leaving a stock of about 175,000 nearly all inferior quality. The current quotations for Silk (laid down in London at exchange 4s. 8d.) were as follows:—Mybash, Nos. 1 and 2, 38s. 3d. to 39s. 10d.; Sinchu, Nos. 1, 2, and 3, 35s. 1d. to 37s. 1d.; Nos. 2, 3, and 4, 32s. 4d. to 34s. 4d.; Oshu, best, nominal; medium, 30s. to 31s. 11d.; inferior, 26s. to 28s. 4d.; Coshu, Nos. 1 and 2, 33s. 11d. to 35s. 6d.; medium, 29s. 7d. to 31s. 7d.; inferior, 27s. 7d. to 28s. 9d.

SHANGHAI.—Mr. Holdsworth's report, dated the 12th of October, is as follows:—The latest dates received from England since my last silk circular, are by letters to the 13th of August, and by telegrams *via* Kiachta to the 15th of September. Notwithstanding adverse advices from London, a large business has been transacted in this market during the past interval, and Settlements to the extent of 2,000 bales have been made, to these must be added 500 bales, purchased after my circular was issued last mail, giving a total of 33,500 bales settled since the 1st of June. Prices, owing to the unlimited stock of silk on offer have advanced fully Tls. 5 to 10 per picul for Chop and Tls. 10 to 15 for Market Tsatlees, Tls. 10 to 20 on all other descriptions and have ruled very irregular. As the mail closes the market remains firm at the quotations below. The arrivals from the country and Ningpo for the past two weeks do not exceed 800 bales, making total receipts from the interior 34,459 bales; from Ningpo, 1,536 bales; from Hankow, 460 bales; from Tientsin, &c., 256 bales; total, 36,711 bales; of which have been exported 33,878 bales, leaving 2,833 bales in stock. These statistics are according to the Customs' daily returns. It is to be hoped the high prices paid this mail on this market will induce larger arrivals, as we cannot expect any material concession in quotations, as long as the natives continue to feed the demand in the limited manner they are now doing. Quotations (all charges paid to England at exchange 6s. 1d. per tael) were as follows:—Tsatlee, chop No. 1, none; No. 2, 31s. 2d. to 32s. per lb.; No 3, 30s. 1d. to 30s. 11d. per lb.; No. 3½, 28s. 2d. to 29s. per lb.; ordinary No. 3½ and chop No. 4, 25s. 6d. to 27s. 1d. per lb.; ordinary No. 4, 24s. to 25s. per lb.; No. 5 and common, 21s. 5d. to 22s. 11d. per lb.; Karshing Taysaam, chop No. 1, 26s. to 27s. 1d. per lb.; No. 2, 24s. to 25s. 3d. per lb.; No. 3, 20s. 11d. to 22s. 5d. per lb.; Nos. 4, 5, and common, 18s. 4d. to 19s. 10d. per lb.; Chin Cum Taysaam, No. 1, none; No. 2, 20s. 5d. to 20s. 11d. per lb.; No. 3, 19s. 4d. to 19s. 10d. per lb.; No. 4 and common, none; Yuenfs and Hainings, chop No. 1, 26s. to 27s. 8d. per lb.; No. 2, 24s. 6d. to 25s. 6d. per lb.; No. 3, 22s. 5d. to 23s. 6d. per lb; No. 4 and common, 20s. 11d. to 21s. 11d. per lb.

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EXPORT OF TEA AND SILK, SEASON 1868-69.

TO GREAT BRITAIN.

Date.	From Kanagawa & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Sept. 30, 1868	605753	52233715	43904801	...	9215225	105959494	33094
Corresponding period last season	794506	36329249	29211699	...	7474284	73309738	24091

Shipments Since;

Sept. 11	per Rollo	From Shanghai	...	793,988*	
— 14	... John Nicholson	... Do.	...	850,745*	
— —	... Broadwater	... Do.	...	754,315*	
— 17	... Stanley Castle	... Do.	...	617,868*	
— 18	... Napoleon III.	... Do.	...	867,832*	
— —	... John Milton	... Foochow	...	761,600*	
— 18	... Luzon	... Canton	...	462,064*	
— —	... Nile (str.)	... Shanghai	...	306,284	56*
— 25	... Tigre (Fr. ml. str.)	... Do., &c.	...	—	1,552*
— 28	... Windermere	... Foochow	...	622,214*	
— 29	... Diamond	... Do.	...	473,536*	
— —	... Rimoe	... Shanghai	...	801,816*	
— 30	... Sir H. Parkes	... Do.	...	1,064,079*	
— 30	... Bella	... Canton	...	529,214*	
Oct. 2	... Columbian (ml. str.)	... Shanghai, &c.	...	—	2,638
— 2	... Maitland	... Shanghai	...	1,064,848	
— 20	... Malacca (ml. str.)	... Do., &c.	...	—	3,213

* Included in above total.

TO UNITED STATES.

		Pcls.
From June 1 to Sept. 30, 1868	7784595	501
Corresponding period last season	1291186	2784

Shipments Since;

Sept. 12	per Lancecost	From Yokohama	...	342,019*
— 16	... Resolute	... Shanghai	...	698,031*
— 17	... Costa Rica (str.)	... Do.	...	545,496*
— —	... Camilla	... Foochow	...	788,196*
— 18	... Nellie Hastings	... Canton	...	192,455*
— 21	... England	... Shanghai	...	1,075,234*
— 29	... Yokohama	... Yokohama	...	367,424*
Oct. 2	... Hoogly	... Foochow	...	446,396

* Included in above total.

TO THE CONTINENT.

		Bales.
From June 1 to Sept. 31, 1868	2830610	—
Corresponding period last season	760300	—

Shipments Since;

Sept. 18	per Hainan	From Foochow	...	198,610*
— 25	... Anna Maria	... Do.	...	168,176*
— 26	... Albis	... Do.	...	341,164*

* Included in above total.

TO AUSTRALIA.

From June 1 to Sept. 30, 1868	7,724,104 lbs.
Corresponding period last year	6,328,400

Shipments Since;

Sept. 18	per Frisch	From Foochow	...	204,384*
— 19	... Eliza Blanche	... Do.	...	158 705*
— 21	... Jane Bell	... Do.	...	188,508*
— —	... Blue Jacket	... Do.	...	257,532*
— 28	... Sidonie	... Do.	...	242,932*
— —	... Lorelie	... Do.	...	350,794*
— —	... Bertha	... Do.	...	229,400*
Oct. 2	... Union	... Hong Kong	...	8,120
— 8	... Lass of Gowrie	... Foochow	...	238,205
— 9	... Onward	... Hong Kong	...	25,040

* Included in above total.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 7d.	4s. 7⅛d.	4s. 7⅛d.
Shanghai ,, ,,	6s. 0d.	6s. 0⅛d.	6s. 0⅛d.
Canton ,, ,,	4s. 5⅛d.	4s. 6d.	4s. 6⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 5d.	4s. 5⅛d.	4s. 5⅛d.
Manila ,, ,,	4s. 2d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304 to 306	226
,, Hong Kong	¼25 to 26 dis.	—
Bar silver	111·1·5	8 prem.
Mexican dollars	76·8·0	½ prem

Bons, at Yokohama, 310 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 4½; Old, 26 per cent. premium.
Hong Kong Gas Company, 42 dols. per share.
Hong Kong and Whampoa Dock, New, 10; Old, 4 per cent. discount.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 325 dols. premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. discount.

The following is from Messrs. Sharp and Co.'s Circular:—

Exchange.—After the departure of last mail sterling rates opened with Bank bills at 4s. 6d., and credits at 4s. 6⅛d. to 4s. 6⅛d. for six months' sight, but at these figures no activity was developed. On the 11th instant advices were received from Shanghai reporting lower rates as ruling there at that date, and the market still declining, whereupon the market for sterling here receded to 4s. 5d., and 4s. 5⅛d. for Bank bills, 4s. 5⅛d. for credits at six months' sight. A slight reaction has since been manifest, and the market closes to-day firm at quotations. Tenders again were invited for H.M.'s Treasury Bills at 30 days' sight, and allotments were made to the extent of about £60,000 at 4s. 4⅞d. The demand for Bank sterling and rupee paper has been small during the period under review, owing to the reduced import of opium caused by the loss of the steamer *Reiver* with a large quantity of the 9th sale's drug on board. The estimated amount of business by the present opportunity amounts to £420,000, say £100,000 Bank bills, £230,000 private paper, and five lakhs rupees.

Bullion.—There is no bar silver in the market, and the quotation of 8 per cent. premium is therefore entirely nominal. No business has been done in Sycee, and the quotation remains therefore nominally 6 per cent. premium.

Shares.—There is not much to report in the share market during the period under review. Money has been somewhat easier, and there has accordingly been more desire manifested for both speculation and investment. Banks have steadily improved, and are to-day very firm, with few sellers of either old or new at quotations. Large parcels of both old and new might be obtained at 25, and 4 premium, but sellers at these rates are scarce, and the market is exceedingly buoyant. There are sellers of old Whampoa Dock at 4 discount and of New at 10, but these rates are more or less nominal. Some small business has been done within a few days, but on reserved terms. There are buyers of Steamboat at 8 discount and of Hotel at 55 discount. A small parcel of the latter were placed at 50 discount, two days since. There are sellers of Union Dock at 20 discount, but this quotation is entirely nominal, as there is no demand. A small parcel of Gas Shares have been placed at $42. There are no China Traders' to be had, although there are many anxious buyers in the market, offering $325 premium

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Havre, Oct. 1, Mongol.

At SHANGHAI.—From Hamburg, Oct. 3, Irene; from Rotterdam, 11, Isabella Joanna.

At HONG KONG.—From London, Oct. 18, Louisa; from Liverpool, 5, Veritas; 8, Nestor, Frederick; from Cardiff, 1, Randers; from Hamburg, 4, Louise; 6, Chusan; from Rotterdam, 14, Gesiena; from Touron, 19, Annetta; from Newport, 5, Deucalion; from Lima, 8, Louisa Canevaro.

At MANILA.—From Hamburg, Sept. 27, Serafin.

At SINGAPORE.—From London, Oct. 8, Sree Singapura; 19, Frederick, Constantia; from Newcastle, 10, Drache; from Liverpool, 17, Jane Blythe; 24, Eastern Star; from Cardiff, 19, Ensign; 21, Claverhouse; from Greenock, 20, Veruna; from Hamburg, Margarita, 16, Otto; from Amsterdam, 22, Jacoba Cornelia.

At PENANG.—From London, Oct. 2, Alvington.

DEPARTURES.

From YOKOHAMA.—For New York, 28, Yokohama.

From SHANGHAI.—For London, Oct. 8, Maitland.

From FOOCHOW.—For London, Sept. 30, Diamond; Oct. 2, Windermere. For Falmouth, Sept. 28, Anna Maria. For Boston, Oct. 8, Hooghly.

From HONG KONG and CANTON.—For Falmouth, Oct. 2, Caroline.

From MANILA.—For London, Sept. 25, Champion; Oct. 8, Antrim. For Boston, 1, Bunker Hill.

From SINGAPORE.—For London, Oct. 16, Hamilla Mitchell; 22, Zenobia. For New York, 25, Bosworth.

From PENANG.—For Bordeaux, Oct. 15, Emile Iram.

VESSELS LOADING.

At YOKOHAMA.—For London, Blanche; for New York, Queen of the Age, Havilah, Grenadier.

At SHANGHAI.—For London, Ethiopian, Hindostan, Ornate, Pak Wan, Sovereign of India, Tamerlane, Tyburnia; for New York, Courier, Masonic, Wm. Turner.

At FOOCHOW.—For London, Sooloo, Zingra, Ironside, Charlgrove, City of Quebec, Smyrna; for Liverpool, Veronica; for New York, Medina.

At HONG KONG and CANTON.—For London, Corea, Shun Lee, John Lidgett, Chetah; for New York, Game Cock, Merida, Princess of Wales.

At MANILA.—For London, Dudbrook, River Eden Serafin; for Liverpool, Clytie; for Copenhagen, Havfruen; for Cadiz, A. Lloret, Cervantes, Florida, Blanca.

At SINGAPORE.—For London, Ensign, Sree Singapura; for Hamburg, Varuna; for Liverpool, Jane Blythe, Kjee Oodowjee, Madge Wildfire; for Boston, Harrington.

At PENANG.—For London, Alvington.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: £5. To New York, £3 10s. to £3 17s. 6d. per ton.

At SHANGHAI.—In coast charters there has been a brisk demand for tonnage leaving, but few unemployed vessels in port. To London: the rate is £2 10s., and to New York, £3 to £3 10s. per ton.

At FOOCHOW.—To London: £2 10s. per ton.

At HONG KONG and CANTON.—For the coast there is scarcely any inquiry for tonnage. The following are the home charters since our last:—Ophir, 410, hence to United Kingdom or Continent, £8 per ton; Randers, 264, ditto, £3 5s.; Batavia, 355, hence to Callao, £1,700 in full; from Chincha Islands to United Kingdom or Continent, £3 15s. per ton; Veritas, 632, hence to Surinam with emigrants, £11 per head; Omba, 836, ditto, £11 per head; Queensland, 738, Bangkok to United Kingdom, £3 15s., or Continent, £3 18s. per ton; Arica, 397, ditto, or Continent, £3 17s. 6d. per ton, if back to Hong Kong, 50 to 55 cents per picul; Hope, 453, ditto, £3 15s. per ton.

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At MANILA.—The Dudbrook, 572 tons, has been fixed for London with dry sugar at £3 2s. 6d., and hemp at £4 per ton of 20 cwt. The Spanish barque San Fernando, 465 tons, takes wet sugar from Iloilo to the Channel for orders, to discharge in the United Kingdom, at £4 5s. per ton.

At SINGAPORE.—A moderate inquiry exists for suitable vessels for home, but no coasting charters are offering. The Sree Singapura has engaged a full cargo, and the Ensign is loading for London at £2 15s. per ton; the Khimjee Oodowjee has taken the Liverpool berth at £2 12s. 6d.; the Jane Blyth will also load for Liverpool.

At PENANG.—Rates to the United Kingdom have somewhat improved, the British barque Alvington (laid on for London) having secured a full cargo at £3 for dead weight and light freight, and £3 10s. for measurement goods. There still remains a sufficiency of cargo to load a couple of moderately sized vessels, but the harbour is bare of any available craft.

VESSELS PASSED STRAITS OF SUNDA.

Date		Ship.	From	To.
Sept. 15	...	Ann Adamson	Sunderland	Hong Kong
„ —	...	Jeverland	Singapore	Boston
„ 16	...	Tweelingen	Cardiff	Batavia
„ —	...	Northumberland	Batavia	Amsterdam
„ —	...	Fairy Rock	Adelaide	Batavia
„ —	...	Amaidin	Canton	Monte Video
„ 17	...	Triton	Batavia	Amsterdam
„ 18	...	Maiden Queen	Foochow	London
„ 19	...	Nieuw Waterweg I.	Batavia	Holland
„ —	...	Thetis	Hong Kong	London
„ —	...	Teter Richar	Macao	Hamburg
„ —	...	The Cedars	Shanghai	London
„ —	...	Fusi Yama	Macao	London
„ —	...	Ruby	Saigon	Melbourne
„ 20	...	W. A. Farnsworth	New York	Batavia
„ —	...	Wild Rover	Manila	Boston
„ 21	...	Louise	London	Hong Kong
„ —	...	Lammermuir	London	Shanghai
„ —	...	Marguerite d'Anjou	Singapore	Bordeaux
„ —	...	Joliban	Sarawak	Queenstown
„ 22	...	Alblasserwaard	Manila	Queenstown
„ —	...	Wilhelmina	Saigon	Falmouth
„ 23	...	Stinchar	Foochow	Falmouth
„ —	...	Crawshaw Bailey	Shanghai	London
„ —	...	Conception	Cadiz	Manila
„ 24	...	Sea Mew	Foochow	London
„ 25	...	John C. Munro	London	Yokohama
„ —	...	Souvenance	Nantes	Saigon
„ 26	...	Passaroeang	Batavia	Amsterdam
„ 28	...	Johanna Susanna	Rotterdam	Samarang
„ 22	...	Nyasa	Singapore	London
„ 25	...	Thomas Bryson	Macao	London
„ 30	...	Manuel	Manila	Cadiz
„ —	...	Zodiac	Singapore	London
„ —	...	Copernicus	Batavia	Amsterdam
Oct. 1	...	Surprise	New York	Hong Kong
„ —	...	Finzel	London	Hong Kong
„ —	...	Taunton	Hartlepool	Hong Kong
„ —	...	Weymouth	Shanghai	London
„ 3	...	Neville	Macao	London
„ —	...	War Hawk	Manila	New York
„ —	...	Jedo	Rotterdam	Samarang
„ 4	...	Orphan	Manila	New York
„ —	...	Mary	Whampoa	London
„ —	...	Avon	Foochow	London
„ —	...	Everhard	Saigon	Falmouth
„ 6	...	Elena	Manila	Liverpool
„ —	...	Pegasue	Shanghai	London
„ —	...	Mary Whitridge	Shanghai	London
„ —	...	Indian Empire	London	London
„ —	...	Jubilee	Foochow	London
„ 7	...	Chine Havanere	Cardiff	Hong Kong
„ —	...	Janet Fergusson	Shanghai	London
„ —	...	Montrose	London	Saigon
„ —	...	Valdivia	Shanghai	London
„ —	...	Osborne	Swatow	Falmouth
„ —	...	Chispa	Manila	Cadiz
„ 8	...	Aureliana	Manila	Cadiz
„ —	...	Star of the East	London	Japan
„ 9	...	Red Riding Hood	Foochow	London
„ —	...	Tien Tsin	Foochow	Boston
„ —	...	Tewkesbury	Zebu	Liverpool
„ —	...	Mikado	London	Hong Kong
„ —	...	Stanley	Sunderland	Hong Kong
„ —	...	Rocket	New York	Hong Kong
„ —	...	Anita	Hamburg	Shanghai
„ 10	...	Uranus	Hamburg	Hong Kong
„ —	...	Jannetje	Rotterdam	Batavia
„ —	...	Doesbourgh	Amsterdam	Samarang
„ 11	...	Singapore	Bangkok	Cork
„ 12	...	Red Deer	London	Hong Kong
„ 13	...	John Milton	Foochow	London
„ —	...	Samuel Russell	Amoy	New York
„ —	...	Havelock	Foochow	New York
„ —	...	Amour	Foochow	—
„ 14	...	Alma	Shanghai	London
„ 15	...	Coulnakyle	Shanghai	London
„ —	...	Bolivar	Foochow	London
„ —	...	Eastern Chief	Singapore	New York

COMMERCIAL POSTSCRIPT.

TEA.—The following is from the *Produce Markets Review*:—Although business is by no means active, and purchases, with few exceptions, continue to be made from hand to mouth, there is a better feeling with regard to the market, and it is believed by many that the most depressed period has already passed away, and that a general improvement in prices is not far distant. This view is, of course, entitled to some consideration, especially as we hear from reliable sources that medium teas have in many cases been sold at better prices than could have been obtained some two or three weeks since; but as we are now receiving extremely heavy additions to our stock, the time for an upward movement in any description has certainly not yet arrived, especially as the generality of grocers are too much occupied with other matters at this season to give much attention to Tea. Common Congou is still extremely firm at the late advance, and there is now little to be had, even of low and dusty sorts, under 1s. 1d., but as new tea can be purchased at a trifle more money, we think the highest point has been reached for the present; at the same time the heavy and continued drain on this class of tea will prevent its falling so low as it otherwise would have done. In consequence of the small increase on the shipments last reported, the next telegram from China is awaited with more than usual interest, as, should there be a further comparative falling off in the export, merchants will receive encouragement, and a better tone will be imparted to the market. At the Indian sale held this week a large proportion consisted of new crop teas of superior quality, although generally rather deficient in strength. A considerable number of the breaks advertised were disposed of prior to the sale, at slightly better prices than were obtained for similar teas which passed the hammer. The lower grades being in full supply sold rather cheaper, but the superior pungent sorts, being wanted, brought full prices. In Green teas there is little doing; a good assortment, from late arrivals, will, however, shortly be on the market. Canton Capers, ex Carmarthenshire and Dunmail, have been readily sold at full prices. In Scented Orange Pekoes there is no change. The quotation for Common Congou is 1s. 1d., with a firm market; Broken Leaf is scarce at 9d. to 9½d. A telegram from Hong Kong, dated 19th October, gives the exports of tea from China up to that time as 106,000,000 lbs.; this is an increase of 29,000,000 lbs. on the exports to about the same date last year, which amounted to 79,500,000 lbs., against 65,000,000 lbs. in 1866.

SILK.—The silk market has been quiet but firm since our last issue. The public sales which have just taken place at Lyons attracted most of the buyers from this market, who went over, it is thought, more from curiosity than from any idea of business. According to the accounts that have arrived, the silk which was put up to be sold met with a good demand at full rates, but all that was marked with a reserved price, with but three or four exceptions, was bought in. But little has been done with the last arrivals, holders being very firm. Some extra good Mibash has been sold at a price equivalent to about 36s. here, the parcel not being sold in this market. The general impression seems that we may look for some revival in business early next year, as it appears that there is no chance of importers reducing their prices, and as soon as accounts for the year are closed consumers will come in to buy at ruling rates.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Nov 28, at London, from Nagasaki, Pampero; 26, off the Wight, from Batavia, Twee Cornelissen; 28, at Falmouth, from Bassein, Malviner Schutt; 26, at Texel, from Sourabaya, Maria; 30, in the Downs, from Hong Kong, Norham, at Falmouth, from Maulmain, Alfred Storer, at London, from Manila, Queen of the Seas.

DEPARTURES.—Nov. 28, from London, for Shanghai, Lennox Castle.

LAID ON.—At London, for Tientsin and Chefoo, Eleanor for Shanghai, Silver Eagle. At Glasgow, for Batavia and Sourabaya, County o Lanark.

SPOKEN.—Europa, Colombo to London, 18 Oct., 14 S. 7 W.; Holstein (brig), Macao to Falmouth, 65 days out, 12 Sept., 34 S., 25 E.; Anna (Dut. barq.), Batavia to Amsterdam, 8 Nov. 44 N., 19 W.; General Rigo (Dut. barq.), Padang to Rotterdam, 25 Oct., 32 N., 33 W.

REUTER'S TELEGRAMS.

(RECEIVED VIA GALLE, Nov. 26.)

HONG KONG, Nov. 2—Gray shirtings, 6½ catties, 8½lb., $2 75c. Water twist, 16-24, $117. Cotton Bengal, fair medium, $17½. Tea quiet, but prices maintained. Total export (China and Japan), 112,500,000lb. Exchange on London, bank bills, six months, 4s. 5¾d.

SHANGHAI, Oct. 27.—Gray shirtings, 6½ catties, 8½lb., 220 taels. Cotton, Shanghai, 15½ taels. Tea quiet and unchanged. Silk firmer, and moderate demand. No. 3 Tsatlee, 570 taels. Total settlements since departure of last English mail, 2,900 bales. Stock (Shanghai and Japan), 33,000 bales. Export to date (China and Japans) from commencement of season, 45,750 bales. Exchange on London, bank bills, six months, 5s. 11⅜d. (doubtful). Freights, tea, £2. 10s.

The friends of the officers and crew of Her Majesty's late screw sloop *Rattler* will be gratified to hear that all who were on board the vessel when she was wrecked arrived in safety at Yokohama on the 7th of October in the French corvette *Dupleix*, on board of which they were treated with the utmost courtesy and hospitality.

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BRODERSEN—On the 21st Nov., at Altona. Mrs. Charles Brodersen, of a son.
BUSH—On the 8th Oct., at East Point, Hong Kong, Mrs. L. L. Bush, a daughter.
CERCAL—On the 4th Oct., at Macao, the Baroness do Cercal, of a daughter.
CRIBB—On the 20th Sept., at Foochow, China, the wife of the Rev. Arthur W. C bb, C.M.S., of a daughter.
FARBRIDGE—On the 11th Nov., at Chelford, Cheshire, Mrs. Cridland W. Farbridge, of a son.
FEARON—On the 24th Oct., at Shanghai, the wife of Robert J. Fearon, Esq., of a son.
GRANT—On the 3rd Oc., at Hong Kong, the wife of Captain Seafield Falkland Grant, of a daughter.
LESLIE—On the 14th Nov., at 7, Addison-gardens South, Kensington, the wife of Seymour Montague Leslie, Esq., of a son.
MACAULAY—On the 14th Oct., at Hong Kong, the wife of William Macaulay, Esq., of a daughter.
MARSHALL—On the 13th Nov., at South-place, Herne-hill, the wife of Gloster Marshall, of a daughter.
MURRAY—On the 26th Sept., at Caine-road, Hong Kong, the wife of Dr. J. Ivor Murray, F.R.S.E., H.M.'s Colonial Surgeon for the Island of Hong Kong, of a son.
PAGE—On the 19th Nov., at Broxbourne, Herts, the wife of F. P. Page, of a daughter.
PYKE—On the 27th Sept., at Hong Kong, Mrs. T. Pyke, of a son.
STEELE—On the 6th Oct., at Kandy, Ceylon, the wife of Thomas Steele, Esq., C.C.S., of a son.
THOMAS—On the 9th Oct., at Macao, the wife of Mr. Thomas Thomas, of a son, stillborn.
WALSH—On the 1st Oct., at Hong Kong, the wife of W. J. Walsh, Esq., Royal Engineer Department, of a daughter.
WHEELEY—On the 17th Nov., at Park-road, New Bromley, Kent, the wife of E. Wheeley, Esq., of Hong Kong, of a son.
YOUNG—On the 11th Oct., at Irwell Bank, Singapore, the wife of Jasper Young, Esq., of a daughter.

MARRIAGES.

NUTT—ANSTEY.—On the 27th Oct., at Christ Church, Aden, by the Rev. W. H. Cummins, M.A., Henry Lowther Nutt, Esq., Lieutenant Bombay Staff Corps, and Boundary Settlement Commissioner for Baroda and the Rewa Kanta States, second son of the late Major Nutt, of the Bombay Engineers, and of Lansdown-crescent, Cheltenham, to Eleanor Octavia, youngest daughter of the Rev. Charles Alleyne Anstey, of Victoria-park, Doon, and late of Rugby, Warwickshire.
THOMSON—KERR.—On the 11th Nov., at Burscough Church, Lancashire, by the Rev. W. Wannop, vicar, Captain John Thomson, of the ship *Gossamer*, to Barbara, daughter of the late James Kerr, Esq., Comptroller of Customs, Port Glasgow.

DEATHS.

BETTS—On the 17th Oct., Capt. Thomas K. Betts, of Newcastle-on-Tyne.
CLARK—On the 16th Oct., at the Surveyor-General's Office, Hong Kong, John Clark, Esq., Assistant Surveyor-General.
MCDOUALL—On the 24th Sept., at Shanghai, China, Mary Laurie, the infant daughter of John McDouall, Esq.
MURRAY—On the 29th Sept., at Caine-road, Hong Kong, Edith Mary, youngest daughter of Dr. J. Ivor Murray, aged two years.
REES—On the 8th Nov., at Brunswick-terrace, Pendleton, Manchester, of bronchitis, aged 68, Nathaniel Penry Rees, Esq., formerly of Java, Singapore, grandson of Abraham Rees, D.D., F.R.S.
SMALE—On the 9th Oct, at Hong Kong, the beloved wife of the Hon. John Smale, Chief Justice.
TOOTAL—On the 11th Nov., at Brunswick-square, Brighton, Henry Tootal, Esq., of 8, Seymour-street, Portman-square.
VYSE—On the 16th Nov., at Southsea, Granville Edward, son of Lieut.-Col. E. Howard Vyse, 3rd Hussars, aged six months.

MORE ALPINE RAILWAYS.

The Florence correspondent of *The Times* writes:—

Among the other important projects to which the success of the Fell system has given rise is one for a railway to start from Pinerolo eastwards, crossing the Alps at a pass south of the Mont Cenis, and of about the same elevation as that mountain, and proceeding by way of Embrun and Gap southwards to Aix in Provence. This line would complete the direct communication between Venice and Marseilles, and would be a decided advantage to the latter port, shortening and facilitating its intercourse with Northern Italy and Switzerland, and offering it handsome compensation for the loss it must before long suffer from the transfer to the Brindisi line of much of the traffic with Egypt and India. The French Government has declared its willingness to grant the concession, only reserving, for form's sake, the rights of the Paris, Lyons, and Mediterranean Company, to which the promise of a concession for part of the proposed line was formerly made. That company, however, as I am assured, is quite content to see the line made by others, and will readily abandon its claim. The Fell system is now fairly upon its trial, and, judging from what it has already weathered, there can be no reasonable doubt of its coming out triumphant. It could hardly have had a worse time of it; two inundations in the course of a few weeks, and heavy snow early in November. The winter once well past, we may expect to see various new mountain lines decided upon and commenced. Those eminently practical people, the Swiss, will hardly rest content till they have the locomotives running over two or three of their principal passes. It has been calculated by a very competent authority (M. Eugène Flachat, in the *Revue Moderne*), that the Fell Railway may be established across the Simplon, from Brieg to Isella at an expense of ten millions of francs; across the St. Gothard, from Amsteg to Faido for thirteen millions; and over the Lukmanier, from Dissentis to Olivone (where no road at present exists) for fifteen to eighteen millions. Thus for forty-one millions, or £1,640,000 sterling, Switzerland would obtain those lines of rapid communication with Italy. The thing will have to be done, or the Swiss will soon find themselves suffering grievous prejudice from the existence of the railroads over the Brenner and the Cenis. They cannot afford to wait ten years or more to make tunnels through their mountains, always an enormously expensive operation, of which the success can never be guaranteed completely secure, even though the happy completion of the one from Modane to Bardonnêche should encourage to other experiments of the same kind. It is believed that the necessary capital for the three roads would easily be obtained if the Swiss Government were disposed to guarantee a moderate rate of interest on the capital employed, and its reimbursement within a period of twenty years. This would be no great effort for that flourishing little community, and would be richly repaid by the increase of traffic. The apprehensions felt by no inconsiderable part of the public when first the Mont Cenis line was opened were quickly dissipated. Numbers of persons who declared that nothing should induce them to risk their lives by running along the edges of precipices behind a doomed locomotive have by this time very comfortably crossed the Mont Cenis, and would now be very unwilling to adopt any other mode of transit between France and Italy. The idea that winter would stop the running of the trains, encouraged by the delays on three successive days of the present month, is likely soon to be equally dispelled; and it seems highly probable that within three years we may see the French, Swiss, and Italian networks of railways in intimate connexion by means of four or five lines running over different Alpine passes.

THE INTER-OCEANIC RAILWAYS.

The progress of the Pacific Railways across the American Continent is of interest on both sides the Atlantic. Between the new town of Omaha, Nebraska, on the Missouri River, the western limit of the network of American railways, and the city of Sacramento, in California, on the tide-waters of the Pacific, there is a stretch of territory, 1,721 miles across, in a few places sparsely settled by frontiersmen and other hardy pioneers of civilisation, in others occupied by gold and silver miners, but for the most part uninhabited by any but roving bands of Indians. The travelled route through this country crosses formidable ranges of mountains and broad plains of barren land. Four years ago the only way of traversing these 1,721 miles betweeen the Missouri and the Pacific was by mail coaches, or by mule or ox trains, the only railway on the route being a section of thirty-one miles near Sacramento. In January, 1866, less than three years ago, forty miles of railway were laid at the Missouri end of the route, making seventy-one miles in all. Since that time there has been a progress made which is one of the most marked developments of American energy. The gap of 1,721 miles, upon which, in January, 1866, there were but seventy-one miles of railway, had been reduced in October, 1868, to 714 miles, and at that time more than one thousand miles of the Pacific railways were in operation, carrying mails, passengers, and goods. Of the actual number of miles then in operation, 1,007, there had been constructed by the "Union Pacific Railroad Company" 820 miles, stretching from Omaha, on the Missouri, westward across the Rocky Mountains' summit, to Green River, and the remaining 187 miles had been built by the "Central Pacific Railroad Company" eastward from Sacramento, in California, across the Sierra Nevada range to a place called Wadsworth. As the railways now stand, the overland journey from the Atlantic to the Pacific coast may be made in about thirteen days, while the journey by steamer by way of the Isthmus of Panama requires at least twenty days. While 1,007 miles of these railways are in actual operation, much more of the work has been accomplished. At the California end, while 187 miles are working, the line has been graded and the rails laid for 197 miles further eastward to Reese River, making 384 miles in all, that are expected to be in operation by December, while the line is graded for sixty miles further, and there is an expectation that the rails will be laid on this before winter compels the work to stop. Ten thousand men are labouring there, and the engineers are pushing them vigorously. On the 20th of August they laid six miles of the line in that one day. The same state of affairs exists at the Missouri end of the route. The rails are laid a long distance beyond the 820 miles on which trains are now running, while the roadway is graded for 995 miles west of Omaha, nearly to Great Salt Lake in Utah, and it is expected by the time winter stops the work to have the rails laid to Bear River, one of the affluents to Salt Lake, 119 miles beyond the present terminus. We may, therefore, put down 939 miles at the eastern end of the route, and 384 miles at the western end, as practically completed for traffic, thus closing up 1,323 out of the 1,721 miles between Omaha and Sacramento. This leaves 400 miles to complete in 1869, and the engineers say they will do it. About 200 miles of this incomplete section, running around Salt Lake, will pass through a much more favourable country than many portions of the completed road. The gradients are gentle, none exceeding 15 feet to the mile. The Californian end of the road, on crossing the Sierra Nevada, has to climb to a height of 7,042 feet, within the first 100 miles from tidewater, and this involved the most difficult and expensive kind of railway construction, rivalling the famous Semmering Pass. The Government subsidies to the various Pacific railways amounted on the 1st of November, 1868, to $42,194,000 in bonds, while large amounts of the public lands lying along the lines have also been given to them. By the close of next year it is confidently expected that the work will be complete, and an unbroken line of rail extend from New York to San Francisco.

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THE CHINESE MISSION.

(STANDARD.)

The *London Gazette* of Tuesday announced that the Hon. Anson Burlinghame, Chih-Kang, and Sun-Chia-Ku, high ministers extraordinary and plenipotentiary from the Emperor of China, were introduced to the Queen of England, at Windsor Castle, by the Foreign Secretary, in order to deliver their credentials. There are three aspects of this circumstance which confer upon it an unparallelled interest. It is the first occasion upon which the Chinese Government, strictly speaking, has deputed an envoy to the West. The principal envoy thus deputed is by birth an American, and he holds a sort of roving commission, with the object of bringing China into more intelligent and friendly communications with the countries of Europe and of the American continent. We cannot help anticipating an immense advantage to the commerce of Great Britain from every step thus taken for diminishing the natural differences between the two nations. It was originally hinted, altogether unjustifiably, that some jealousy existed in high quarters, arising out of the fact that an Englishman had not been selected to represent the mightiest empire of Asia in the courts of the Western world. But Lord Stanley, with the clear judgment that belongs to him, immediately acknowledged the Chinese mission, and if some delay has taken place in its presentation to Her Majesty, it was only upon grounds of official etiquette. We know not who conceived the idea of such an embassy. But Mr. Burlinghame was chosen to conduct it, and from his antecedents, and especially his friendly relations and co-operation with Sir Frederic Bruce, he seems to have been an excellent selection. There is, at any rate, fair presumption that he will carry out this great duty in a spirit perfectly impartial, and not endeavour to divert whatever influence his remarkable functions give him to the promotion of merely selfish objects.

The whole plan of the mission is so peculiar that we fear the public as yet have not comprehended its importance. It signifies a most wonderful revolution in the Chinese mind. The Chinese for centuries have been in the habit of styling us barbarians. We insisted upon obliterating the offensive word from our conventions with them ; and now they complain that in our narratives of travel, and in our journals, it is applied to them by us. This is singulary characteristic of the great movement and change taking place. Again, their policy was to exclude the foreigner—now they seek the foreigner; they come among us and plead for a better understanding of their history and their civilisation, of their rank among nations, and of their rights as a Power. Well, we find some difficulty in interpreting the purposes of Mr. Burlinghame's mission in certain respects. It is easy to recognise a marvellous advance in the people who translate into their own language Wheaton's "International Law" and Longfellow's "Psalm of Life;" but some time must elapse, probably, before we know what is meant by respecting the neutrality of the Chinese waters and the integrity of the Chinese frontiers. Say what we will we cannot keep our steamers off the Yellow River, and we cannot help our countrymen from entering the Chinese civil service, which they have done by hundreds. Why, Mr. Burlinghame is an American, and yet he is ambassador from China to four-fifths of the civilised world—to the United Kingdom, to the United States, to Russia, to North Germany, to France, to Holland, Denmark, Sweeden, Belgium, Italy, and Spain. Therefore, it cannot be with any desire to dissociate herself from personal relations with the white nations of the West that China states her cause in presence of America and Europe. On the contrary, she is endeavouring to join the great league of civilisation, and to do away with the disparaging contrast hitherto existing between her immutability and their advancement.

It might be too much to suppose that this single effort will bridge the gulf; but, as Mr. Burlinghame justly says, the passing to and fro of the members of the mission, creating a good understanding, resolving questions of right, and infusing a spirit of conciliation into national arguments, may pave the way for a more complete agreement in the future. China is no longer isolated as she was for hundreds of years. Her border deserts are not barriers; they are threatened with railways; her seas are not as the moat around a fortress; they are covered with clouds of canvass ; her rivers are not locked ; we steam up them freely ; her priests do not forbid our propagandism ; it is allowed full scope, except among the most bigoted populations. This, perhaps, is rather an optimist view to take, but at all events, we shall gain nothing by turning our backs upon the Chinese, or when superior opportunities, offer in abiding by the unbending text of treaties, concluded on the one side in the flush of triumph, and on the other in the bitterness of defeat. We may learn, before long, with what special object Mr. Burlinghame and his two colleagues from the Vermillion Empire intend to commence action after the formal salutations between the two races have ceased. Already China enjoys the advantage, long denied her, of being recognised upon an equality with every other Power of the world within the circle and protection of international law. Possibly the policy of Europe has been misrepresented to a pernicious degree by the Europeans who have settled on the Chinese coast. This almost invariably happens. In the track of honourable trade and open-handed speculation follow always a crowd of unscrupulous adventurers, who are continually trying to overreach the natives, and who thus disgust them ; who are perpetually engaged in quarrels with their own consuls and the local authorities, and who give their countries a bad name. Nor can we deny that, in many instances, there has been too great a tendency to enforce a kind of compulsory patronage upon the Eastern Governments, which are not really ignorant, which are not easily persuaded, especially that they are wrong, and which claim to know best when their legitimate opportunities of reform and progress arise. Our interest in particular is to keep on good terms with them and increase our trade. There is not a workshop in Great Britain which, if our commerce with China were developed up to its full capacity, might not be engaged more or less in supplying its materials. Already we carry an immense proportion of the trade that exists, because, with all their curious mechanical ingenuity, that enormous people have not yet mastered the construction of ocean-going vessels. But the whole of these improvements may be expected in the course of time. The Chinese see our great clippers starting for their homeward flight; they see our steam craft on their rivers, and presently they will want themselves to possess both; they will begin by employing our architects, and then learn the art for themselves. If the mission now among us should succeed in accelerating these results by promoting habits of friendly communication, and diminishing the feelings of jealousy and distrust which have so long existed, as well as by improving the kind of intercourse that takes place between Europeans settled in the country and its natives, there will be much to be grateful for. Undoubtedly, in the near future a great, although a peaceful, rivalry will take place, for the largest share in the commerce of China. A mighty press of modern civilisation is approaching her from every side. The frontiers of Russia have reached her own, and the caravans that toil across the border wildernesses will, before many years have elapsed, be superseded by the rush of the locomotive and of trains laden with tea. From another direction British enterprise is intently scanning the maze of mountains and rivers separating Hindostan from China, in order to strike a railway, if not through the heart of them, at least around their bases and across their shallows. From the West come the huge fleets of European commerce ; from the East the intrepid traders of America. If then, Mr. Burlinghame, with his two citizens of the world, constituting the Chinese Embassy now in England, succeed in their objects, working towards them in good faith as they are professed, and which we do not doubt, great may be their influence for good, both upon the nations of the West and the countless millions of the Chinese Empire.

LOSS OF THE SHIP "BOGOTA."

The Board of Trade have received information of the total destruction by fire of the ship *Bogota*, of Liverpool, bound for Penang, from Greenock, with a cargo of 1,500 kegs of gunpowder, 195 tons of coals, and a large assortment of cases and bale goods, wines, bar iron, &c. The captain, in his report of the disaster, gives the following particulars:—"Nothing occurred worth mentioning until the 1st of September, when in lat. 30.53, long. 25.50 W., it blew a terrific gale from the S.E., when sail was reduced to close-reefed topsails and maintrysail. On September 7th we had squally weather with much rain, and chain and forked lightning playing round the ship's masts and deck. This weather lasted until the 9th of September. I examined the hold morning and evening to see that the cargo was all right. On the 10th and 11th of September we had a strong breeze from S.W. All plain sail set. On the 11th of September, at 4.30, Pell, the chief officer, reported to me that there was smoke coming up the chain locker hatch. I immediately went into the hold and discovered that the ship was on fire. We took the main hatch off at once and commenced throwing the powder overboard, several of the hands employed throwing water on the coals. The smoke was coming up by the mainmast and stanchions in clouds. The fire was increasing fast, and the men could not stop in the hold any longer. I therefore battened the hatches down and stopped all ventilation. The ship was in lat. 36 S., long. 12 W., the island of Tristan d'Acunha bearing south, distant about sixty miles, the wind W.S.W. I therefore hauled the ship to the wind on the starboard tack to try and fetch the island. During the night it blew a terrific gale, and I had to reduce sail to close reefed topsails and reefed foresail. The sea was running like a mountain, and we could not get into the cabin forecastle for heat and smoke. September 12th, at 5.30 A.M., the island of Tristan d'Acunha was in sight ahead. I carried all the sail the ship would bear to try and fetch the island, but I saw that we were going to leeward fast, so I got the long boat and pinnace all ready for getting out. At noon the hatches began to lift, and the deck getting hot I expected to see the ship blown up every moment. I therefore got the boats in the tackles over the sides. The longboat got her stern post knocked away in getting her out. We got some biscuit and water in the boats. The wind was now moderating, but the sea was running so high that I did not expect the boats would live. At 1.30 P.M. the after hatch burst up. We now rushed into the boats, the chief officer, Mr. Robinson, took charge of the longboat ; I took the pinnace. We had great trouble in getting clear of the ship, she rolled so heavily. On September 13, at 4 A.M., the pinnace, which I was in, reached the shore. I got two of my ribs broken on landing. At 1.30 P.M. the longboat got to the shore; she got knocked to pieces with the surf on landing, but all hands were saved. We were now about six miles from the settlement, where we had to remain for four days. The surf came in so heavily that I expected we should be washed off the beach. However, on the 16th of September the surf went down, and I took the pinnace and four men, and pulled to the settlement, where we were received with the greatest kindness by the oldest inhabitant of the island, Mr. Green, who immediately sent his boat for the remainder of the crew. On the 24th of September a vessel hove in sight. I went on board and found she was the whaling brig called the *Highland Mary*, Captain French, and hailing from Sag-harbour. At my request Captain French consented to take us to Capetown, although he was bound for New Zealand. We left the Island on the 25th of September. On the 26th, at 5 P.M., when 120 miles to the east of Tristan d'Acunha, we fell in with the shell of the *Bogota*. Captain French lowered one of his boats and went on board. The vessel was literally blown to pieces. Her between-deck beams were blown out ; two or three of the deck beams still remained. There was not a particle of anything left; the chain cables and bar iron were melted into a solid lump, and a few cinders were still burning. We stopped by the *Bogota* all that night, and next day scuttled her. We were treated with the greatest kindness during the time we were on board the *Highland Mary*. On the morning of the 8th of October, when off the Cape of Good Hope, we fell in with the *City of Dublin* steamer from Capetown, bound for London. I went on board and stated my case to Captain Eynon, who very kindly took us off the brig and gave us a passage to London."

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DIRECT TRADE WITH CHINA, BY RAILWAY FROM RANGOON.

The commercial route proposed by Captain Sprye has always received the warm support of the Huddersfield Chamber of Commerce, and formed the principal topic of discussion at a recent meeting, of the Chamber, at which were present:—Alderman WRIGHT MELLOR, J.P., its president, M. Liebmann, W. Mallinson, E. Huth, J. Wrigley, jun., J. Lowenthal, R. Skilbeck, J. Day, J. F. Brigg, W. R. Haigh, R. Jackson, Joseph Crosland, Esqs., members of the Council, Mr. C. Mills, secretary, &c.:—

Mr. W. R. HAIGH, in introducing the subject, said it was an old story—a thrice-told tale; still he considered it one of the most important subjects of the day. Since 1860 up to the present time they, with many other Chambers, had unceasingly addressed the Government officials of India on this important subject; and he thought the new phase on which it had now entered justified them in not only following it up, but with even greater zeal and pertinacity than they had done before. For ten years the question had continued to be agitated, and facts had been advanced concerning it which had never been controverted. Still no progress had been made towards the simple preliminary of surveying a certain line of route between the port of Rangoon and the South-western frontier of China. It was not for him to say what had prevented the survey being made; but he believed official ignorance and obstructiveness had something to do with it, while the views of certain parties, more interested in Indian affairs than in the spread of our national commerce, appeared to be consulted. The Indian Government had put forward various reasons why the survey of the route in question had not been made, none of which, however, were valid. To blind the home public, various other routes had been suggested by it as being better than the one proposed by Captain Sprye; but they had all failed, and the most egregious failure was the recent attempt to survey the mountain route by Bhamo, which was found to be far too long and utterly impracticable for a commercial way between England and Western China. By that route goods would have to be carried at least 900 miles by river navigation, through the centre of the Burmese territory, and then some 300 miles over an unsafe wild hill tribe country; and, as a highway for commerce on a small scale, it had been found to be dangerous even to those who knew the passes very well. Captain Sladen had been sent with an expedition to conduct a survey of the route; but the investigation had utterly and hopelessly broken down; so much so that Captain Sladen, when he got forty miles from Bhamo, the point from which he started, was actually left in a deplorable condition—his funds so exhausted that he had to send back a portion of the exploring and surveying party. A partial report of that route had been laid before the authorities, shewing its *commercial* worthlessness. He did not say that it might not be available in time for a certain part of India; but, as a commercial route, such as was wanted to bring England into contact with an enormous trading population, it was impracticable. It seemed to him—and he felt sure it must occur to those present—that where there were only five hundred miles of road on solid *terra firma* to be constructed, in order to bring us into contact with a population of 100,000,000 of consumers, whom we might supply, and from whom we might receive various commercial products in return, wholly impossible to comprehend why so grave a subject had required so much agitation in this great commercial country. The fact of the case was that India was governed by bodies who had no sympathy with our national commerce. The old East India Company, which was broken up, was a huge monopoly, maintained mainly for the benefit of a select interested few; and when it was made clear that that system did not work well, it was replaced by another mode of governing India very far from perfect—partly by a council, composed of military, civil, and judicial men from India, which placed the whole government of that country in the hands of some fifteen retired and pensioned members of its different services, with little or no Parliamentary control over that immense and important portion of the British dominions. Of course, that, in passing, raised the question whether, in future legislation, it will not be imperative to introduce a larger amount of English commercial element, with greater Parliamentary control. India wanted men in the Home Council who thoroughly comprehended the importance of commerce, and who were not specially trained to be selfish and obstructive to national and colonial interests in matters of this kind. But they had so far progressed with the Government that they had been driven to make experimental surveys of adverse routes, which had broken down; and he felt sure that a little more influence brought to bear upon Her Majesty's Ministers, must cause them to respond to the commercial demands of this country, and open that route from Rangoon which was truly the front door to China; for by it they had a clear run of 500 miles only to reach the people with whom they wished to come in contact. Lord Cranborne, in 1866, while Secretary of State for India, ordered the survey of the 500 miles route to be made. Arrangements were made, and the survey was carried to the terminus of British territory, which brought them to the Shan States of the King of Burmah. No difficulties had presented themselves, and he did not see why the survey should not have been continued. So far from there being any political difficulty, the King of Burmah had actually placed at the service of the surveying party a military escort, in order, if necessity arose, to protect the party in their surveying operations. But the Governor-General of India communicated with the new Secretary of State for India, advancing certain erroneous reasons why the survey should not be continued; and one reason actually was "the expense which would be incurred"—a mere trifle compared with the importance of the object sought. It was most satisfactory that the last Memorial—a very interesting document—sent to Government on this important question had been sent by a neighbouring town—Wakefield, whose Chamber, although much less interested in the expansion of the trade in manufactured goods than Huddersfield, had men who so thoroughly grasped the subject from its inception, that they had recently sent up an unanswerable remonstrance to H.M.'s Government. Their Memorial urged the necessity of Government continuing the survey of the route proposed by Captain Sprye, and was also a remarkable historical document. It recorded chronologically every Memorial that had been sent to Government on the subject; and he was glad to find that, long before he lived here, Huddersfield had put her mark of approval to a project, which, he felt satisfied, would in future days be looked upon as one of those which had peacefully revolutionised the world. Lord Cranborne, notwithstanding the rebuffs he met with from the Governor-General of India, wisely persevered in commanding the survey. He had no hesitation in saying if this great question was settled, if it should be found practicable to construct a railroad along the 500 miles route, Rangoon, instead of being a port of entry only to the two millions and a half of people of British Burmah, would be the most important port in the China and Indian Seas. After referring to the decline of the American trade in Yorkshire, Mr. Haigh continued,—When we saw we were so likely to be affected by the action of foreign Governments impeding our commercial enterprise, was it not incredible, in a commercial country like England, that doors to new markets should be kept shut by our authorities when doors to old markets were being closed? Mr. Haigh then gave some figures respecting the number of miles of railroad opened in Indian territory, and the expenditure thereon, and stated that, up to the present time, in consequence of the opposition given by the Indian Government, not a single railroad had been made in British Burmah. There was an injustice on the face of it, and arose from an intense desire on the part of the officials at Calcutta to prevent Rangoon from becoming a port of commercial importance. This too clearly showed there was something "rotten in the state of Denmark." Lord Cranborne, however, did not succumb to the overruling of the Indian officials, and the survey was carried out to the extreme of our frontier, and then stopped by the hasty deference of his successor to that overruling. Lord Cranborne, however, still expressed the opinion that the project was not only possible, but ought to be carried out. After quoting an extract from a recent speech delivered by his lordship in Manchester, Mr. Haigh said. All they wanted was to give the people of Western China those facilities which improved civilisation had given to other nations nearer home, and to bring us into commercial communication with their vast population to which would more than make up for the deficiencies caused by the withdrawal of the American trade. He was not at present prepared to submit a Memorial; but he felt that they ought to take action as early as possible. The form of action he would suggest was that a Committee, consisting of the president, vice-president, and any other gentlemen who would co-operate in it, should be formed; and, before the meeting of Parliament, draw up such a fresh Memorial as would meet the now exact position of the case. He moved, therefore, that a Committee be appointed to draw up such a Memorial, and that a copy be sent to the other Chambers of Commerce, in order that they might, by a long pull, a strong pull, and a pull all together, as was said on the hustings, carry out the project which, consequent on official obstructiveness, they had so long advocated in vain.

Mr. LOWENTHAL: How far has the survey gone?

Mr. HAIGH, in reply, said 245 miles have been surveyed, and not only surveyed, but reported upon most favourably.

Mr. LOWENTHAL said he believed that was by direction of the Marquis of Salisbury.

Mr. HAIGH said that was the fact; and the report of the partial survey was unusually favourable. It had extended over 247 miles, of which it reported 169 easy of construction, 35 moderately easy, and 40 only difficult. In the whole distance there was only one tunnel, which would not be more than a mile in length. He had been given to understand that the 250 miles remaining to be surveyed would offer still fewer engineering difficulties than had been encountered in the part already surveyed.

The PRESIDENT remarked that it was very provoking that official obstructions should be placed in the way of the commercial community. He thought it was very important that a Committee should be appointed to draw up such a Memorial; since, having prosecuted the thing for so many years, they ought not to falter. But he thought that, at present, it was hardly probable that much attention would be given to it this year, inasmuch as more pressing subjects would lay hold of the Government, and of the Opposition likewise; and there would, no doubt, have to be a good party battle fought; but the Memorial ought to be ready for presentation to whichever party assumed the reins of office.

Mr. HAIGH thought there would be an advantage in having the Memorial before the present Government. A new Governor-General was going out, and if they sent up a suitable Memorial, and the present Government acceeded to its prayer, the incoming Government, whoever might be at the head of it, would no less feel the weight of public commercial opinion, and would give all merited support to the route proposed by Captain Sprye.

Mr. LOWENTHAL said he agreed with Mr. Haigh that a change of Government had not very much to do with the question. Whoever might be at the head of the Government, he would have to look at these national commercial questions. The Government of India had too much power; and unless the projectors of such projects were well supported by public opinion, and particularly by Chambers of Commerce, it would be a very hard task to sustain our foreign trade against present competition. He believed the sooner something was done the better, and he had great pleasure in seconding the resolution.

Mr. HAIGH said there required a large infusion of commercial men into the home Indian Council. There were already a large number of men who understood this question; and these documents, when called for in the House of Commons, with the immense amount of information they conveyed, and the great reflection they contained upon the delay and obstructions thrown in the way by the Indian Governments, would form a basis for discussion in the House of Commons, and make the subject one of the earliest the Government would have to take up after the Irish Church question had been dealt with.

The resolution was carried, and a Committee formed, consisting of the President, Mr. W. R. Haigh Mr. J. Lowenthal, Mr. Liebmann, and Mr. Josh. Wrigley, jun.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The London & China Telegraph.

LONDON, MONDAY, NOV. 30, 1868.

THE CHINESE EMBASSY.

AN official notification in the *Gazette* informs us that on the 20th November had audience of HER MAJESTY at Windsor —ANSON BURLINGHAME, Esq., CHIH-KANG, and SUN-CHIA-KU, High Ministers Extraordinary and Plenipotentiary from the Emperor of CHINA, to deliver their credentials; to which audience they were introduced by the Right Hon. Lord STANLEY, Her Majesty's Principal Secretary of State for Foreign Affairs. And this is all we have to report at present as to the doings of the Mission. Probably the Envoy has been waiting until the turmoil of the elections was over before opening negotiations, and in this he was doubtless right; nevertheless, it is a significant fact that, during the long interval that has already elapsed since he arrived in London, no attempt has been made to conciliate either the mercantile or political world—there have been no banquets or speeches such as were brought into play in New York to further the objects of the Mission. If, however, anything is to be settled between Mr. BURLINGHAME and the present Government before their final struggle for existence commences, there is no time to be lost, and we may expect some information very speedily as to the nature of his propositions. We understand, too, that the Mission is due at Paris about the end of December (Messrs. BROWN and DESCHAMPS having already been over there to make arrangements for their reception), and that an hotel has been secured for them in the Avenue des Champs-Elysées.

WE observe that the P. and O. Company intend despatching an extra steamer from Yokohama to Suez direct, as an inducement to shippers of silkworms' eggs. With reference to this traffic, it is stated that new arrangements are pending between the French West India Steam-packet Company, the Pacific Company, and the Panama Railway Company, by which the voyage from Japan to France will be accomplished in about fifty-four days, and this route is strongly recommended to shippers of silkworms' eggs, as so small a portion of the way is through an extreme tropical heat. This is certainly a desideratum; but then on the other hand there are virtually three transshipments—operations always prejudicial to cargo of a delicate nature—and which are reduced to a minimum by the direct carriage in one steamer as far as Suez. And when the Suez Canal is complete, which we are repeatedly assured will now take place very shortly, importers of silkworms' eggs and other delicate commodities will be able occasionally to get cargoes direct from Japan without any transshipment at all, by the employment of vessels of such light draught as will enable them to pass through the canal.

WE notice with pleasure that it is proposed by the Legislative Council of Hong Kong to appropriate a sum for the reception of the Duke of EDINBURGH on his arrival there. Of course such magnificent entertainments as were offered to his Royal Highness in the wealthy and prosperous Australian colonies, and as will undoubtedly greet him at the Indian Presidencies, cannot possibly be provided out of the already overburdened treasury of this much-abused little island; but what is undertaken we may be sure will be done well and gracefully. The latest news we have of the *Galatea* is that he had safely reached Madeira on the 14th of November.

INDIAN advices inform us that from the present month there will henceforth be a monthly mail made up from India for the United States, which is to be forwarded by the P. and O. or other convenient steamer to Hong Kong, and thence by the Pacific Mail Company's vessels *via* Yokohama to San Francisco. The postage, it is added, will be considerably less by this route than by way of Great Britain. It must be remembered, however, that it will only be available for newspapers as far as San Francisco, as they cannot be forwarded to the Atlantic States by the overland route.

RANGOON AND WESTERN CHINA.

THE failure of the Bhamo expedition and the renewed advocacy in many influential quarters of Captain SPRYE's proposed route from Rangoon to Kianghung, are now attracting a good deal of attention, one evidence of which will be found in a discussion that recently took place in the Huddersfield Chamber of Commerce, which we reprint at full length in another column. There is a general feeling that the Indian Government has disgraced itself by unscrupulous partisanship in suppressing this, the most reasonable plan yet brought forward, in order to favour the Bhamo route; but this feeling is tempered by a confident hope that under the administration of Lord MAYO, who, whatever may be his shortcomings, goes out unprejudiced, the advocates of the first named project will at least have fair play. The prejudice that has always existed against it at Calcutta is most unaccountable, and we can only look for an explanation of it in the fact that the Indian Council is far too Indian in its composition, Imperial interests—which are surely worthy of some consideration—being entirely unrepresented. The officers of the Indian Military, Judicial, or Civil Services that compose the Council have, of course, no knowledge of the requirements of commerce, and care little for its interests. Of the many things in which Reform is urgently needed this is by no means the least. Recent opportunities have been sadly neglected; three successive vacancies, that might well have been given to men who would have fairly represented the interests of the mother-country, having been respectively filled up by Sir FREDERICK HALLIDAY, Sir R. MONTGOMERY, and Sir H. RAWLINSON. The last-named appointment was, it must be owned, a disinterested one, Sir HENRY RAWLINSON'S politics being opposed to those of the present Cabinet; still, like the two previous ones, it tended to make the Government of India more exclusive, and more independent of home influence and commercial interests—a tendency much to be deplored, for the Council is already far too much disposed to make itself independent of Imperial authority altogether.

This, however, is a digression, and these remarks are applicable to many topics besides the one under our immediate notice. With regard to the Rangoon-Kianghung project, we are glad to find some of the more influential home journals are at last raising their voices in its favour. The *Saturday Review*, a journal which, with all its eccentricities, never takes up such a question as this without having well studied it, recently devoted a well-written article to this subject, in the course of which it justly states that "after "the progress that has been made it would be the worst "possible policy to put aside Captain SPRYE'S project without completing the survey, which, as far as it has gone, "has pointed to the practicability of his scheme, and *not* "to its impracticability, as the Calcutta organs are pleased to "represent." The writer might have included the Calcutta correspondent of *The Times*, who never wearies of writing verbose eulogiums on Captain SLADEN and his achievements. It is full time that the other side had a fair hearing, and we believe that it will now be accorded.

OUR Rotterdam correspondent lately alluded to a report that the Dutch Colonial Minister had opened negotiations with the P. and O. Company for the establishment of a regular line of steamers between Batavia and Galle. The rumour was apparently premature, for up to the present time we learn that no such proposal has been received by the P. and O. Company. It was not, however, altogether without foundation, for the subject was certainly alluded to in the Second Chamber, and in reply to a question the Colonial Minister distinctly advocated the step. In the meanwhile communication is very well maintained by the steamers running between Batavia and Singapore, but the want of communication between Java and the Australian colonies is complained of, and a junction with the P. and O. steamers at Galle would be the nearest approach to this, failing a sufficient trade to support a direct line.

IT is announced that Mr. CAMPBELL, Secretary to the Inspector-General of Customs, who has just returned to this country, has brought with him one hundred and fifty gold medals, which have been struck at Peking by order of the Chinese Government, for distribution to the officers of the Ever-Victorious Army. The medals are to be given through Lieutenant-Colonel Gordon, late commander of the force, and it is understood that official application will be made to the British Government for leave to accept and wear the decoration.

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LABUAN.

In a letter from Labuan, published in a recent issue of this journal, there was announced a new feature of hope for the successful development of the valuable coal fields of the island, in the shape of the employment of convict labour for the working of the mines; and this statement was put forth in a manner calculated to convey the impression that the idea of procuring labourers from the various neighbouring convict stations was a new one, originating with the present management, and that the representatives of the old company had entirely neglected this obvious means of overcoming one of their most serious difficulties.

This, however, was far from being the case. "Honour to whom honour is due." Mr. Spencer Price, the managing director of the late company—or rather, since to the sorrow of the shareholders it is not yet wound up, we must say the company that lately owned the property—was the first to report on the expediency of procuring convict labour. His report, which was published in London in August, 1867, pointed to the working of the mines by Chinese contractors, and to the use of convicts also, if procurable, as being, in his opinion, the sole means of solving that old standing difficulty of the company, the labour question. Mr. Price not only published his views, but took prompt action upon them, by placing himself at once in communication with the Governors of Hong Kong and the Straits Settlements, representing the advantages to be derived from utilising the convict labour at Labuan instead of exporting it, as had previously been done, to India, Ceylon, or the Andaman Islands. He was fortunate in finding his scheme approved by the present Governor of Labuan, on his arrival at Singapore *en route* for Labuan, and also by Sir Harry Ord, who evinced a warm interest in the plan proposed, and promised his co-operation. There can be little doubt that the plan thus initiated by Mr. Price would have resulted in an era of renewed prosperity to the 'China Steamship and Labuan Coal Company;" but, unhappily, before they could be carried into execution, the factious proceedings of a section of the shareholders at home precipitated the company into Chancery—that slough of despond in which the property of thousands of suffering investors is swallowed up and lost—lost to *them*, but gained by hungry lawyers and liquidators. Chancery procedure is understood to have undergone many reforms of late; but as regards the winding up of companies it is still used as an instrument of ruin and oppression to an extent that demands the serious consideration of the legislature.

It is merely in justice to the manager of the old company that we recall these facts. The new owners of the property are fortunate in being in a position to carry into execution the measures thus commenced, and they are moreover to be congratulated on the additional advantage of commencing their operations under a more beneficent *regime* than their predecessors. The intelligent and energetic administration of Mr. Pope Hennessy presents a marked contrast to the apathetic indifference—to use no stronger term—that preceded it. Labuan is now beginning to be an important colony, and will ere long, we trust, not only be prosperous and flourishing in itself, but furnish, from its almost boundless store of coal, an element of prosperity to those other Eastern possessions of Great Britain that lie in its neighbourhood.

Having been given to understand that our market information—already ample and carefully compiled—would be more acceptable to subscribers if its scope were still further extended, we are now able to add to it a table showing the current prices for a large number of articles of commerce, which the limits of our space do not admit of being treated in separate paragraphs. This will be so arranged as to form, in conjunction with the information already given, a most complete commercial record, suitable to the wants of merchants at every place where the *London and China Telegraph* circulates.

It is announced that a Chinese College—which, it seems, formerly existed at Naples, but had by some means fallen into desuetude—has been resuscitated by the Italian Government, in connection with a general school of Oriental languages, with the view of "facilitating relations between Italy and the East."

A notification in the *Gazette*, dated August 11, announces the appointment of George Caswell, Esq., to be Her Majesty's Consul at the port of Saigon.

TELEGRAPHIC ECCENTRICITIES.

The eccentricities of telegram-mongers pass belief. They are, however, only a shade more extraordinary than the blind faith with which editors reproduce—apparently without taking any precautions to test its accuracy—the balderdash they are supplied with for the column headed "Latest In- "telligence." A few days since telegrams were published in advance of the mails delivered this morning, and these, though dated Yokohama, October 8, and Shanghai, October 14, are in reality forwarded only from Suez by way of Brindisi, so that there is not even that excuse for errors, furnished by the necessity of travelling over the Persian Gulf lines. In one of these we find that the Japanese Government has notified "that merchant vessels accepting charters for the port "of 'Nugau' do so at their own risk"—a phrase entirely destitute of meaning to home readers. Of course Ne-e-gata is the port alluded to, and the mistake,—though at first sight it seems an unaccountable one, is not difficult to understand. The name of this oddly-designated port is sometimes spelt with two i's instead of two e's, and although from a purely linguistic point of view the former method may be the more correct one, it is both ugly and inconvenient, especially when the hyphen is omitted. In the present case the two i's have evidently passed for a u, and the curtailment of the last syllable is by no means an unusual freak of the wires—or those who handle them. The Shanghai telegram gravely informs us that a lighthouse is being erected on "Gubleaf" Island; and this same absurdity was absolutely repeated in some of the daily papers, under the heading of "Notice to "Mariners." Most mariners will probably conjecture that Gutzlaff is the island meant, but to the majority of readers this statement, like the former one, conveys no meaning at all. Of course Mr. Reuter cannot be expected to be acquainted with all the ports and islands of the Far East, but telegrams such as these might at least be submitted, before publication, to some person conversant with the nomenclature of the China Seas; or, failing this, even a hasty reference to a chart or directory might serve to obviate such very glaring errors.

In a recent article we noted the fact that China interests had received their full share of attention at the hands of what we suppose must now be termed the moribund Conservative Government. It must be owned, however, that the Straits Settlements have been less fortunate. The withdrawal of the Penang mail service has been the principal grievance, and one that justly excited much indignation; but in many things of minor importance the Straits colonists have received but scant courtesy from the present Ministry. We now hear that the influential petition sent home as a protest against the Supreme Court Bill, and so well supported here by Mr. Napier, the Chairman of the Straits Settlements Association, has been completely ignored, the Colonial Secretary having notified the Queen's approval of the measure without even a passing allusion to the energetic protest lodged against it. Such treatment as this is not likely to inspire our fellow-subjects at Singapore and Penang with any great degree of affection for the Cabinet of which the Duke of Buckingham is a member. But it yet remains to be seen whether they will be any better off with a Liberal Colonial Secretary.

The Dutch merchants in Japan, who have long been agitating for a recognition of certain claims they have put forward on the Japanese Government, are doomed to disappointment. They seek compensation for losses arising out of the last hostilities in which the Allied Powers were engaged with Japan, and have demanded payment of these either out of the indemnity already recovered from Japan by the Dutch Government, or by further sums to be procured in a similar manner. The question had already been decided adversely, but having been again pressed, the claims have formed the subject of a second investigation by the Finance Minister, who has once more decided against them. Finding that neither the English, French nor American traders had put forward claims of a similar nature, he naturally concluded that there could be no solid foundation for those of his own countrymen, and accordingly advised the King to reject them. This puts an end to an agitation that, if continued, might in time have given rise to some new embroilment:

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LITERATURE.

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Through Burmah to Western China. By CLEMENT WILLIAMS. London: William Blackwood and Sons.—This work consists of three parts: a discussion of the various propositions that have been from time to time put forward for trade and telegraph routes between Burmah and Western China; extracts from the journal kept by Dr. Williams during his explorations; and a vindication of his own proposal for a "simple trade-route *via* Bamò." Hearing of the old caravan journeys between Upper Burmah and Western China, Dr. Williams resolved to test personally the practicability of a route by the Irrawaddi as far as navigable, and thence to Yunnan, or the nearest available point on the Chinese frontier. Being on duty at the Burmese capital, he had an opportunity of securing the friendship of the King, and started, in 1863, with a "Royal Commission" to facilitate his object, for the upper waters of the Irrawaddi. While at Bamò he made various excursions for the purpose of obtaining information, the general results of which were of a nature to convince him of the practicability of the route; but circumstances conspired to prevent his penetrating any further on that occasion, and when he subsequently desired to follow up his object, official jealousy prevailed against him, and he was recalled from his post. This is the author's grievance; and the sense of injustice arising from it seems to have been the chief incentive to the publication of the present volume. Since the Indian Government awoke to the necessity of taking some steps in the matter, there has been much talk of it, and a large sum was voted for an expedition under Captain Sladen, to test still further the capability of the Bamò route, without even a reference to Dr. Williams's name, and ignoring entirely his early and unaided efforts, by which such advantages as the route possesses were first demonstrated. In fact, it is not too much to say that had the Bamò route proved a success the first and foremost place among its advocates and explorers would have belonged to Dr. Williams, and, as it is, he undoubtedly deserves very great praise for his disinterested efforts to promote its adoption. But the utter failure of Captain Sladen's expedition, carried forward under far more favourable auspices, and with ampler means, dooms the Bamò project to extinction, at any rate for the present. Captain Sprye's endeavours, during at least a dozen years, to obtain a recognition of his counter project of a direct route from Rangoon met with precisely the same opposition from official jealousy, but seems now destined to triumph over all its rivals. Perhaps some day Dr. Williams will find that his toil and perseverance have not been altogether thrown away; in the meanwhile the notes from his journal give us many pages of pleasant reading, conveying a store of useful information concerning the little-known people of the remote districts in which he so long sojourned

Souvenirs of Ceylon; with a Descriptive Introduction. By A. M. FERGUSON. Colombo: A. M. Ferguson. London: J. Haddon and Co.—The "Souvenirs" comprised in this work consist of about a hundred and twenty pictures of the varied coast, river, and mountain scenery of the "Eden of the Eastern Wave," as Mr. Ferguson fondly calls the beautiful island that his book is intended to illustrate. They include views of the modern towns and their principal buildings, the ancient cities and ruins, various portions of the Ceylon Railway, scenes illustrative of the natural productions of the island, amusing sketches of life and character—all of which are interesting and valuable. But the so-called "introduction"—which follows instead of preceding the pictorial part of the work—is by far the more important. The long experience of the author, derived from an almost continuous residence of some thirty years' duration, is more than sufficient to qualify him for the task he has undertaken, and the results of his observation and study are placed before us in such a pleasantly colloquial style, and with such an entire absence of dogmatism or pedantry, that we read from the first page to the last with unflagging enjoyment. Out of the materials before us a much more pretentious work might have been produced, but we doubt whether it would have been appreciated as these "Souvenirs" cannot fail to be. Ceylon is a country that must be lived in for years, explored and travelled through and through, before any just idea can be formed of its many striking characteristics. The homeward-bound traveller from Calcutta or China, who wanders for a couple of days about the shabby, desolate-looking town of Galle, generally experiences a sense of disappointment, succeeded by a feeling of relief when he finds himself once more on board the P. and O. boat steaming away towards Aden. But let him arrange to stay behind for a fortnight, or better still, a month, and devote that time to a series of excursions to the places recommended by our author—whose volume, by the way, would serve as an admirable guide book—and he will bring away a very different impression. Mr. Ferguson's descriptions of the scenery of the interior are most enticing, and, verified as they are in many cases by the illustrations taken from photographs, we have no reason to think them in any degree exaggerated. Then the details of native life; of the extraordinary superstitions existing among the Singhalese; of the demon-worship, now slowly but surely disappearing as Christianity gains ground; the gossip about coffee, cinnamon, and cocoa-nut culture; the descriptions of the ruins of ancient tanks, and other colossal works of a past age, that almost impress one with the belief that they were wrought by a race of Titans, before whom even the builders of the Pyramids of Gizeh would have seemed dwarfs—all these are full of interest. There is a lengthy appendix, devoted chiefly to the Ceylon Railway, with additional chapters on coffee and cocoa-nut planting, &c.

A Japanese Grammar. By J. J. HOFFMANN, Phil. Doc., &c., &c. Leyden: A. W. Sythoff. 1868.—The empire of Japan, so long shut out from any European intercourse, excepting the Dutch, has now entered into political and commercial relations with well-nigh every European State, and this has stimulated to a very great extent philological inquiry. The author of the grammar before us has a decided right to instruct us in this subject especially, having been for many years Professor of Japanese at the University of Leyden, and often also *collaborateur* with the late Dr. von Siebold, in works illustrative of Japan. About ten years ago Dr. Hoffmann published his views on Japanese grammar in Dutch, and since that time he seems to have had many opportunities for confirming them, and of entirely re-forming the scattered fragments on the subject which were then existing. The present work is quite original, and is the most complete book we have seen on Japanese grammar. It deals not only with the written but also with the spoken language; not only with the plain *Katakana* form of expressing Japanese, but also with the numerous forms of the *Hiragana*, or cursive hand, which presents so many difficulties to the foreign student. What renders this book of peculiar value is that every word which should be expressed by a Chinese character is so printed, with very elegant type. Very full lists of words and phrases of an idiomatic nature have been given, which will enable the student to judge for himself of the genius of the language. Every page is replete with information. The verb, which is the most difficult part of Japanese grammar, is analytically dealt with, and being illustrated throughout with the Chinese characters used, the Chinese scholar will easily comprehend the forms which to others may appear confused. The absolute necessity of a knowledge of the Chinese characters to the proper prosecution of Japanese is strongly insisted upon by Dr. Hoffmann, and in this we perfectly agree with him. The book has been published by command of the Dutch Minister for Colonial Affairs, and is got up in superior style.

Overland Route through British North America; or, the Shortest and Speediest Route to the East. By ALFRED WADDINGTON.—We have already noticed the papers read by Mr. Waddington before the Royal Geographical Society and the British Association meeting at Norwich, and the present pamphlet is an embodiment of the views already expressed in this way as to the necessity for establishing a direct line of railway through the breadth of our territory in North America, to counteract the effects of the "Central Pacific Railway," now in course of completion in the United States. Mr. Waddington takes for his motto, "Once lost, never regained," and says, "Wrapped up in her own prosperity, she (England) is apparently ignorant that a trans-continental railroad is rapidly progressing through the United States, for the professed purpose of transferring the trade of the Old World into the New World. . . . And yet England has in her hands the means of rivalling that high road, as we shall presently show, by one still more direct through British North America. . . . And if England neglect this opportunity she will awake, when too late, to regret the loss of her trade with the East and her commercial supremacy." In these few lines the gist of the entire argument is summed up; the writer, however, goes on to show, with some elaboration, how entirely imaginary are many of the difficulties urged against his scheme, and how easily the rest may be overcome. Although, as we have already explained, we see no reason to fear that entire extinction of our Eastern commerce that Mr. Waddington expects to follow the completion of the American line, we should be glad to see his scheme receive more attention than it has at present attracted. It is impossible to deny that immense advantage would accrue, both to our own North American interests and to our Eastern trade, from the establishment of an inter-oceanic railway through British provinces. A well executed map shows both the line now in course of construction and that proposed by the author.

Journal of the East Indian Association.—The present issue contains a lengthy and exhaustive paper, by Mr. Robert Knight, on "England's Financial Relations with India." Mr. Knight sets out by observing that the immense revenue of our Indian possessions is entirely out of the control of the Indian Government. "The revenue, now nearly fifty millions sterling a-year, which we draw from our Indian fellow-subjects, is practically administered by the House of Commons, and so deep an interest does that august body take in the work, that it is with great difficulty forty of its members can be got together for a couple of hours, once in every year, simply to listen to, and approve, as a matter of course, whatever has been done with those revenues by the Secretary of State for India in Council and the First Lord of the Treasury. In one word, the tax-payers of this country, by their representatives, vote, in about a couple of hours, and without effective criticism of any kind, the appropriation of every sixpence of the fifty millions of revenue raised in India. The people of India have no voice whatever in the matter. The tax-payers of *this* country administer, I say, as they please the taxes raised in *that* country, and have done so ever since there was an English Government in India at all. It is easy to see what a telling sermon may be preached on this text, and it is but justice to Mr. Knight to say that he does

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full justice to his subject. We may expect some fresh legislation from the new House of Commons on the government of India, and Mr. Knight's ably-written essay cannot fail to do good service in promoting the needful reform.

Photographic Album to accompany "The Ever-Victorious Army." Edinburgh: John Taylor.—A short time ago we reviewed in these columns the admirable work of Mr. Andrew Wilson on the suppression of the Taiping Rebellion; we have now to notice a series of photographic portraits and views issued as a companion to it. When Colonel Gordon was investing Soochow a number of photographs were taken of that city and its surroundings; and, under the impression that these would be acceptable to persons taking any special interest in the campaign, they have been collected and published in the form of a handsomely got-up "Album," together with portraits of the principal persons connected with the operations. These include Colonel Gordon, Major-Generals Stavely and Brown, Admiral Hope, Capt. Roderick Dew, "Generals" Ward and Burgevine, &c., together with a few of the Chinese officials who took a leading part, such as General Ching and Li Hung-chang. Many of the pictures, as specimens of photography, are faulty, and some indeed very defective; but this was inseparable from the circumstances under which they were taken. There is a preface descriptive of the photographs and their relation to Mr. Wilson's book. Those whose interest in Colonel Gordon's campaign has led them to purchase "The Ever-Victorious Army" will do well to procure the companion Album as well.

Ferguson's Ceylon Directory and Handbook of Useful Information. Printed at the *Observer Press*, Colombo.—The issue of this valuable work of reference for 1866-68, is now before us, and must be pronounced in all respects a great improvement on previous editions. It is a bulky volume, illustrated with a railway map of India; a map of the Ceylon Railway; views in Ceylon, &c., and containing a vast amount of information on subjects both of local and general interest. Judicial, commercial, agricultural, immigration, and other statistics are ably dealt with, and there are interesting sections devoted to the revenue and expenditure of the island, coffee planting, tea cultivation, &c. A very copious index adds to its utility as a book of reference.

The A B C Sewage Process; being a Report of the Experiments made at Leicester, Tottenham, and Leamington.—A few months ago we noticed in these columns an invention patented by Messrs. Sillar and Wigner, for the deodorisation and utilisation of sewage; and subsequently we recorded some highly satisfactory experiments made with the process at Tottenham and Leicester. These have lately been followed by others at Leamington, the results of which conclusively prove the almost incalculable value of the process, whereby sewage containing 264 grains of solid matter to the gallon was converted into water *almost* pure—containing, in fact, only about seven grains of solid matter to the gallon, which is much less than many samples of drinking water contain; while the "residuum" consists of a sediment perfectly inodorous, possessing all the properties of most valuable manure, and worth from £3 to £4 per ton, the cost of producing it being only about ten shillings. The present pamphlet is produced with the object of presenting in a collected form a detailed account of all these experiments, together with a long series of analyses showing their actual results in comparison with those accomplished by other processes. The town of Leamington has, we understand, entered into an arrangement with the patentees for the permanent adoption of their system, an example which will doubtless be speedily followed by most other large towns.

He Knew He was Right.—By ANTHONY TROLLOPE. London: Virtue and Co.—Mr. Trollope's latest complete work—the "Last Chronicle of Barset"—was, happily for lovers of good fiction, not the last work destined to come from his facile pen. The experiment of publishing a novel in weekly numbers must have had an encouraging result, for this oddly-named tale, like its predecessor, appears in this form. Its success was assured from the commencement, for—although one cannot help regretting the absence of those old friends whose fortunes were finally disposed of in the "Last Chronicle"—we are here introduced to new characters fully as life-like as any of the author's previous creations, and if the interest is equally well sustained to the end, it will add another to the already long list of Mr. Trollope's successes.

Our Mutual Friend. By CHARLES DICKENS.—This is the last published of the "Charles Dickens' Edition" of that author's works now being brought out by Messrs. Chapman and Hall. Of the merits of this, or of any other works by the same writer, it is needless to speak here, but a word may be said in praise of the extreme convenience, elegance, and cheapness of the form in which they are produced. The now familiar Charles Dickens edition of Mr. Dickens's works—the cheapest yet issued—is now complete. They comprise eight volumes at 3s. 6d., and ten volumes at 3s. each. The complete set may be had in eighteen volumes, Roxburgh binding, for £3 10s., or for £2 18s. in bevelled cloth. The announcement that Mr. Dickens's present series of readings will be his last has given universal cause for regret, and serves also to enhance, if possible, the deep interest always felt in his works. By the way, it is worthy of note that the "conductor" of *All the Year Round* has announced that, with the new series to be forthwith commenced, there will no longer be a "Christmas number." This is owing to the extensive manner in which it has been imitated.

Continental Intelligence.

NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, November 21.

An important discovery of treasure trove was made a few weeks ago near Hildesheim by a party of soldiers in making some excavations for the formation of a rifle-butts, for the military in garrison at that town. At the foot of a hill known as the Galgenberg, on which malefactors were formerly hanged, some pieces of ornamented silver plate were dug up, which led to further explorations, and these to the discovery of the whole treasure. At first it was supposed to have been the private property of some nobleman in the vicinity constrained to bury it for better security in troublesome times, probably during the Thirty Years' War, as the ornamentation of the articles appeared to agree with the style and pattern of the Renaissance age, and the workmanship was ascribed to Ghiberte, Michael Angelo, Benvenuto, Cellini, and other Italian artists of the fifteenth and sixteenth centuries. But it now appears that the articles found date much further back, for a commission of archæologists and others has been appointed, who have examined the treasure and sent in their report. Professor Unger, of the University of Gottingen, is of opinion that it was made at the best period of Roman art, *temp.* Augustus Cæsar, and conjectures that it was a part of the table equipage of some Roman general, probably some of the spoils taken from Varus after the defeat of the Roman Legions by the Teutonic General, Arminius, at the great battle near Lippspringe, which is not more than twenty or thirty miles from the place of discovery.

The treasure consists of a number of plates, dishes, vases, drinking-cups, and candelabra, all of pure silver, of elaborate workmanship and unique design. The largest piece is the cover of a large vase, much oxydised and imperfect, with chasings in high relief of stags, dogs, and other animals. Another work of great artistical value is a silver drinking-cup with two handles, covered with vine leaves intermixed with theatrical masks, so perfect in conception and delicacy of execution as to form a *chef d'œuvre* altogether unsurpassable. Another valuable piece is a large flat vase or fruit dish, containing a beautiful figure in high relief of Minerva, the helmet, ægis, and attributes richly gilt. Two other vases are ornamented with busts also in high relief—one of the goddess Rhea, the other the Phrygian Moon-god Deus Lunus, as is recognisable by the Phrygian cap and the half moon, with the horns projecting over the shoulder of the figure. Another vase bears a medallion representing the Infant Hercules crushing the serpent. Dr. Bendorf, an antiquarian of note at Gottingen, has succeeded in deciphering twenty-four inscriptions of quite antique names, engraved in the ancient Roman characters. An interesting part of the discovery is that on nearly every piece is inscribed the weight of the piece, which will go far to set at rest the vexed question of what the Roman weights really were, and how far they correspond with those now in use. At first it was supposed that this treasure was buried in a hurry on the approach of an enemy, but subsequent explorations prove this to be an unfounded conclusion; for there is no sign of hurry, but rather that the concealment was made with the greatest precision and method that must have been a work of labour and time. The large cave having been excavated, the articles were placed in it with great care and regularity, the larger pieces at the bottom, the smaller articles on them, and the whole then covered by the large vases turned upside down, evidently for the protection of the underlying pieces.

During the heavy storms that have been raging on this coast for more than a week past the American ship *James R. Patten*, Captain Purcey, from Akyab to Bremen, with a cargo of 17,800 bags of rice, was unable to make the Weser, and put into the Elbe, anchoring at a little distance outside the furthest fireship. As soon as the weather moderated a little the captain engaged a steam-tug to tow him round to the Weser, but at the entrance of that river the hawser broke and got entangled in the screw of the tug, putting her immediately *hors de combat*, in consequence of which accident the *James R. Patten* went ashore before they were able to set sail. Part of the crew were enabled to escape to the tugboat, whilst the officers and the rest of the hands remained on board in a most unenviable and helpless situation, till they were finally rescued by a passing vessel, which landed them at Carolinensiel. The ship cannot be got off, and is a total wreck, but part of the cargo has been saved and sent up to Bremen for sale for account of the underwriters, though much damaged by sea water.

COMMERCIAL.

In rice there has been no transactions. A cargo of cassia lignea has come to hand and been rapidly sold at highly remunerative prices; there is now no more in importers' hands, and buyers must apply to the dealers, who demand 14¼ sch. bco. Flores in demand; cardamoms and pepper are rising. The tea market is calm, but prices remain firm. Very little inquiry for spelter, the only sale reported being 1,000 centmers for delivery at the end of this month at 13.10. The price asked for loco is 13.10 to 13.11, and for spring delivery 13.8. Money is again more plentiful, and discount 2¾ per cent.

SHIPPING.

ARRIVED.—Apenrade, from Hong Kong (3,630 chests cassia lignea); Elizabeth, from Batavia (sugar and rice); Nornen, from Rangoon (4,250 bags rice).

SAILED.—Ernst, to Bombay; Undine, to Rangoon.

SHIPPING AT BREMERHAVEN.

ARRIVED.—Adeline, from Saigon (30,965 bags rice); Fontenoy, from Saigon (26,805 bags rice); Hertha, from Singapore and Bangkok (3,000 bundles rattans, 16,454 bags rice); Union, from Rangoon (8,811 bags rice); St. Magnus, from Saigon (13,900 bags rice); Hougnemont, from Rangoon (13,200 bags rice); Otago, from Rangoon (16,000 bags rice); Louise, from Rangoon (11,711 bags rice); Lorenz, from Rangoon (6,592 bags rice, 1,120 chests cutch); Alarm, from Bassein (13,250 bags rice).

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, November 18.

Since the India Budget was approved of the proceedings in Parliament offer no interest, except to prove how very embittered the opposing parties are at the present time. The health of the Minister of the Colonial Department, Mr. E. de Waal, seems to be much improved, and nothing further has been heard of the rumour that he would resign in favour of Mr. Mirandalle or Mr. O. van Rees. The Royal decree appointing Mr. J. Loudon Governor-General of the East Indies, in place of Mr. Myer, which is so anxiously looked for in India, has not yet been published, and nothing has transpired as to the period of its issue.

The very unfavourable news about the Bali expedition brought by the last mail has created a most mournful impression here.

Mr. R. F. Baron Van Raders, ex-governor of Surinam, died yesterday at the Hague.

In my last letter I told you that the Cabinet had declined to grant the Dutch traders an indemnification for losses incurred by the last war in Japan. This decision was contrary to the opinion of the State Commission, which was appointed to examine these claims, and which recommended a grant of f.39.485.68.

PRODUCE MARKETS.

COFFEE.—The Trading Company has announced its last auction for this year for the 25th inst., when 77,800 b. Java will be offered. The market has again improved since my last report. Good ordinary Java cannot now be bought under 36c. The transactions, however, are limited, only 660 b. Java, ex Bato, and 690 b. Java, ex Louis de Geer, having changed hands.

SUGAR.—Raw, meets with a good demand. The following parcels have been sold:—1,585 mats Tagal, ex Glorioso, No. 11, at 30¼f.; 220 do. Batavia, ex Anna, No. 8¾, 29¼f.; 219 do., No. 13, at 33¼f.; 956 do. No 13¼, at 33¼f.; 535 do. Bezoeki, No. 12½, at 33f.; 817 do. Sourabaya, No. 14, at 32¼f.; 791 do. Passaroean, No. 19½, at 35f.; 369 do. No. 14, ex City of Perth, at 33¼f. The valuation of the 30,300 mats Java, which will be offered by the Trading Company on the 24th inst. is 0¾f. above September prices.

RICE.—The only transaction to report is 10,600 b. Java, ex Argo, at 8¼f.

TEA.—1,150/4 ch. Java will be offered for private account on the 20th inst. The valuation is 98 to 100c. for Souchong, 82 to 88c. for Congo, and 325 to 350c. for Pekoe.

TOBACCO (Java leaves).—The market is inanimate, and the transactions only include 268 b. Java, ex Ternate and County of Ayr; 409 b. do. Babat, ex Stad Leyden; 97 b. Kotta, ex Herald of the Morning.

SHIPPING INTELLIGENCE.

DEPARTURES.—Nov. 13, from Hellevoet, for Samarang, Vyf Vrienden; 14, from Texel, for Batavia, Aletta Augusta; for Rangoon, Isabella; 15, from Brouwershaven, for Nagasaki, Julia; from Texel, for Batavia, Electra; for Japan, Vondel; 17, from Texel, for Sourabaya, Christina Maria.

PASSENGERS OUTWARD.—Per Christina Maria: Messrs. E. H. and T. H. Linnenschmidt, van Loffelt, J. Epke, H. van Sprang, Miss C. P. Kreyta, A. E. Epke; per Electra: Mr. Ten Sythoff, Mr. G. P. van Vliet, Mr. Lucht, Messrs. J. Neuman and family, C. von Ende and family, D. Burlage, E. Wolff, and 150 soldiers.

Monetary and Commercial.

At the half-yearly meeting of the proprietors of the Chartered Mercantile bank of India, London and China, held on the 19th, Mr. George G. Nicol in the chair, the directors' report and statement of accounts were adopted; and in addition the chairman gave a very satisfactory statement of the progress of the bank. The general business had considerably increased since the last meeting, and there had been a large increase in the deposits. The greatest economy was exercised in the management, but he believed the expenses had now been brought down to the minimum amount. He hoped the whole of the bad debts of 1865-66 would be finally extinguished by the end of the present year.

A general meeting of shareholders in the Bank of Rotterdam has been held, at which, after some discussion chiefly relating to the reorganisation of the bank, it was resolved to accept the resignation tendered by the board of directors. At the request of the commissioners, Messrs. Bauduin, Kup and Hubrecht have however consented to remain in office until the 1st of April next, in order to aid them in the necessary reorganisation of the bank.

A general meeting of the proprietors of the London Joint-Stock Bank is called for the 21st of January.

An extraordinary general meeting of the shareholders of the Chartered Bank of Australia is convened for the 11th of December, for the declaration of a dividend.

The inquiry into the circumstances which produced the scandalous failure of the Bank of Bombay has already brought to light many circumstances calculated to startle the public when the time comes for publishing the whole story. One piece of evidence given by Mr. Donald Robertson, formerly deputy secretary and afterwards manager of the bank, described a series of loans granted by him in 1864. "To three members of one firm he advanced twenty-five lacs (£250,000) without security, and without consulting with the directors." Mr. Robertson "also spoke to several other transactions of a similar character, on all of which losses had been incurred." Yet people in England were very much amazed when the news came that the bank had failed. Their surprise was not shared by the manager or directors.

A memorandum from the French Atlantic Telegraph Company (Limited) states that up to Monday afternoon, the 23rd instant, 350 nautical miles of the French Atlantic deep sea cable had been completed and certified by the engineers.

Manchester advices announce the failure of Mr. Swain Rhodes, spinner and manufacturer, of Hyndham Mill, Accrington. The liabilities, it is believed, will be small, and the suspension is ascribed to the unprofitable nature of the cotton trade for some time past.

Messrs. Alexander Collie and Co. send the following telegram from Manchester:—"Market unchanged since Tuesday. Producers are very firm at their quotations, and in some cases an advance on Tuesday's rates is obtainable."

The biddings for £200,000 in bills on Calcutta and Madras were held on the 18th inst. at the Bank of England. The amounts allotted were—to Calcutta £83,000, and to Madras £117,000. The *minimum* price was fixed, as before, at 1s. 10½d. on Calcutta and Madras, and tenders on both Presidencies at 1s. 11½d. will receive about 85 per cent. These results show a slight diminution in the demand for means of remittance to the East.

The few Mexican dollars brought by the West India packet have been sold for China at 59½d. per ounce, showing an advance of ⅛d. upon the price realised for the last arrivals. In the interim sales had been effected at 59¼d. Bar silver remains at 60⅛d., with very little supply, and no inquiry for India. All arrivals of gold are taken for shipment to the continent.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 28th inst., was in gold to Bombay, £2,600; to Galle, £30,191; to Madras, £2,270; to Calcutta, £5,000; in bar silver to Bombay, £11,000; in dollars to Hong Kong, £24,688; total in gold, £40,061; in silver, £35,688.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The ordinary half-yearly general meeting of the proprietors in this bank was held at the office of the bank, 65, Old Broad-street, on the 17th October, Mr. GEORGE G. NICOL, chairman of the board of directors, presiding, to receive the directors' report and statement of accounts for the half-year ending the 30th of June last, and to declare an interim dividend.

The MANAGER (Mr. D. T. Robertson) read the advertisement convening the meeting, and the minutes of the last meeting were also read and confirmed.

The report of the directors and statement of accounts were taken as read. It stated that there was a net profit of £80,631 7s. 3d. for the half-year, or at the rate of upwards of 20 per cent. per annum on the capital of the bank. An interim dividend of 3 per cent. for the half-year ended 30th June last, had been paid, and a balance of £58,131 7s. 6d. was carried forward to this half-year's account. The directors had pleasure in stating that the business of the bank continued steadily to improve, without any fresh losses being incurred. It was with much regret they had to announce the retirement of Sir Frederick James Halliday, K.C.B., from the direction, in consequence of his having been appointed a member of the Council of India. It was proposed to fill up the vacancy thus occasioned at the annual meeting in May next, and the directors desired to recommend one of the auditors, Mr. James Joseph Mackenzie, for the office, as a gentleman eminently well qualified for the appointment, from his long and extensive acquaintance with the East.

The CHAIRMAN, in addressing the meeting, said: Gentlemen, this is the second interim meeting which the bank has held, and as we state to you, we have no special proposition to submit to you. You are called together simply to receive the statement of accounts, and to hear the few remarks I shall have to offer upon them. These accounts have been in your possession some days, and, with your permission, I suppose, to save the time of the meeting, we may consider that you have all perused them. (Expression of assent.) On the whole, I think you will consider these accounts as satisfactory. There is not much to add to them. You will observe that there has been a considerable increase in the business of the bank since the last half-yearly meeting, and there has also been a satisfactory increase in the deposits, which is always a matter of some moment. (Hear, hear.) The cash, coin, and bullion, is much as it was before; we always keep this item, as you are aware, at a very safe amount, and so it may, therefore, be considered satisfactory. (Cheers.) The next remark I have to make is with regard to profit and loss account. This, gentlemen, is the first time that we have separated the charge from the gross profits. We have done this in obedience to the wish of the shareholders, expressed at the last half-yearly meeting, that we should do so. (Hear, hear.) You will now see that the gross profits for the half-year have been

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£133,144; while we have debited the sum of £52,513 for expenses, and as this is the first time that we have separated these two items, and as I believe we are the only Indian bank that publish the information; a few remarks on the matter may not, perhaps, be altogether out of place. It may appear to some of you that these charges are high, but I think those who understand what India is, and who know what the expenses of carrying on banking operations there are, will agree with us that they are exceedingly moderate. (Hear, hear.) We have, as you see stated in the accounts, to keep open the head office, ten branches, and five sub-agencies. The working expenses in England are not necessarily high, but in India the expenses are very high—exceptionally high, because there, as you know, we are subjected to various additional charges which go very much to swell the aggregate amount of our expenses. India is not like England, where you have European talent always at command at a certain price; we have to keep up an efficient and expensive staff; the climate of the country is against them, and we have to provide for furloughs, &c., and there are various other expenses attaching to banking operations in India, so that, comparing the expense of management of an Indian bank with an English bank, is scarcely fair. (Hear, hear.) It is scarcely fair either to compare the expenses of an Indian bank with those of an Australian bank, because, as compared with Australia, the working expenses of an Indian bank are much greater. (Hear, hear.) Still a comparison with an Australian bank will show you that we have kept our expenses within a very moderate limit, and that we have not failed to make reductions wherever we have seen that it is practicable to do so. (Hear, hear.) One shareholder has written to us on this subject, and has brought forward the Union Bank of Australia as an illustration. As I have said, the working expenses of a bank in India are necessarily much greater than those of an Australian bank; but even with the Union Bank of Australia, as that has been mentioned, the Chartered Mercantile Bank does not bear an unfavourable comparison. Looking to the Union Bank of Australia, I find that the capital is £1,250,000; their gross profits last half-year were £311,000; and their charges £109,000. Our capital is £750,000; our gross profits, £133,000; and our charges £52,500. The percentage of the charges upon the profits, which I think is the fair way to take the estimate or to make a comparison, shows that the Union Bank is 35 per cent., and ours 39 per cent. Now, I think if you consider the great additional charges that attach to an Indian banking business, you will consider that that is very moderate. (Hear, hear.) I contend that, judging by the capital alone, is scarcely a fair way of comparison; I think the way is to take the percentage of working expenses on the profits—to take the working expenses as against the gross profits. (Hear.) I need not make any comparison of expenses with English banks, because you know that to compare the expenses of an English bank with those of an Indian bank is scarcely fair—not so fair as to compare with an Australian bank; but if we take one, the London and Westminster Bank, their expenses are considerably more than ours with all our branches. (Hear, hear.) The working expenses are greater than ours.

A PROPRIETOR: Not in comparison to the capital.

The CHAIRMAN: As you are aware, none of the Indian banks publish their accounts in this way, but the Agra and Masterman's Bank did, in days gone by, give their shareholders the amount of charges as against profits; and in 1865 I find that their charges amounted to £119,000. They exceeded ours. (Hear, hear.) Under these circumstances, I think you will agree with us that our charges are very reasonable indeed. For a long time past we have been endeavouring in every possible way to curtail our expenses, not merely at our head office, but at all our branches; we have appointed committees on the other side to revise the expenditure; and we have curtailed them in every possible way. (Hear, hear.) And we have to a certain extent succeeded but I think we have arrived at that stage when it would be both unwise and a dangerous policy to carry economy too far with regard to a bank like this. (Hear, hear.) I am free to confess that we have now reached the minimum amount of our expenditure; we have now reached the minimum of what is our proper legitimate expenses, and I do not think we can, with a due regard to the interests of the bank, make any further reduction. We still continue to rigidly scrutinise the expenses, but to carry reduction beyond the amount at which we have now brought our expenses, would be unsafe and prejudicial to the interests of the bank. (Hear, hear.) It has been objected by one shareholder that the profit and loss account is not given in a more detailed form. I do not know whether it is your wish, but if it is, I have here an analysis of our expenditure at the head office and at our branches, and if it is your wish I will read it. In fact, I do not think it would be any advantage to you to hear this, as I have said we have brought our charges down to the lowest point. I can give you our assurance that we shall keep them as low as possible, but as I have said before, I cannot hold out any expectation that they will be materially reduced below the present amount. The other point in the report to which I would refer, and which, no doubt, you have observed, like ourselves, with deep regret, in the loss we have sustained by the retirement of Sir Frederick James Halliday from our board. I can tell you this is a loss we most sincerely regret. During our intercourse with Sir Frederick, which has not been a long one, it has been most pleasant, and his services have been of the greatest value and advantage to the bank. (Hear.) Fortunately, we have been able to recommend a successor, in every way well qualified. Mr. Mackenzie, who has been connected with India and China for the last thirty or thirty-five years, who is intimately acquainted with the trade of these countries, and I do not believe you could possibly have a better man. (Hear, hear.) His election will not come on till the meeting in May next. I think, gentlemen, that is all the remarks I need trouble you with, but I shall be very glad to hear any remarks or to answer any questions that any shareholder may have to put. (Hear, hear.)

A SHAREHOLDER referred to the item of £220,000 odd, standing in the assets, as "landed and house property at head office and branches;" and asked whether, in the £52,500 representing the charges of the half-year, anything was charged for interest on these premises.

Mr. BROWN said he was the shareholder who had been alluded to by the chairman as having desired that some more detailed account should be given of the £52,000. They would recollect that at the last meeting he made some remarks on this subject. He did not wish the directors to give a minutely-detailed account of the items making up this £52,000; he merely wished that they should do what was done in the Union Bank of Australia—that was, divide this sum into five distinct items, which would enable them to see more clearly what proportion of these charges referred to this country, and what proportion to India, &c. He did not ask for any information that the directors could not, in their capacity as guardians of the shareholders' interests, give; he only asked for this information, so that these accounts might be rendered a little more explicit, and that they might easily learn what this large amount of expenses really consisted of, and in what way it was incurred. The Union Bank of Australia gave this item in five amounts; and if the directors of this bank would do the same, he thought the proprietors would be much better pleased, and that the information would not tend in any way to affect the interests of the bank. (Hear, hear.) The first item ran thus:—"Profits of the past half-year, after making provision for all bad and doubtful debts, less remuneration to the directors, salaries, and agents abroad"—so much. That would tell them where some of the expenses went. If the chairman should decide that it was not for the interest of the bank that the information should be given, he, for one, would not ask for it; but he was sure the chairman would not object to the shareholders putting any questions bearing upon this expenditure. (Hear, hear.) He did not dispute one word of what the chairman had said. He was willing to accept his statement that the greatest economy was exercised in the management of the bank—that the expenses would be brought down to the minimum amount. He was also aware that there were many expenses connected with a banking business in India and China which rendered the conduct of such business very expensive. He did not doubt anything the chairman said; but he only asked that they should know a little about the manner in which their money was expended. (Hear, hear.) The second item of the balance-sheet of the Union Bank of Australia was:—"General expenses in the colony, including rates, taxes, and stationery." The third item was:—"Remuneration to the board of directors, salaries of London office staff, rates, taxes, and general expenses." Then came the income-tax; then these were added together, and were deducted from the larger sum of profit. He did not think they should be content with having the large sum of £105,000—the amount of their annual charges—simply stated to them in one item. If the item was divided, as he had suggested, it would be easy to ascertain whether or not their expenses were too large. They might be large, and they might not be large; at all events, there could be no objection in so dividing the item that the shareholders might see where and in what way those expenses had been incurred. (Hear, hear.) All he asked was that the directors would divide this sum of £105,000 in the way he had suggested. (Hear, hear.) If there was any objection to it on the score of expediency, if the chairman said so, then he would willingly withdraw his request; but he could not see any objection. And as regarded the expenses of the bank, he had compared it with the Union Bank, by the capital of the two banks. The working expenses of the Union Bank were something over 8 per cent. on the capital, and in this bank it was 14 or 15 per cent. He did not say that there were not different circumstances connected with the two banks which would satisfactorily explain this. No doubt the chairman was quite right when he said that, considering the exceptional expenses attending a bank of this nature, their expenses were very moderate; but he asked that they should know what these expenses really consisted of. If the item was divided in the way he had suggested, the shareholders would, he was sure, be perfectly satisfied. (Cheers.) Before he sat down, there was one other question he should like to ask. He did not wish to ask any question that could not be properly and fairly answered, with a due regard to the interests of the bank, but in their report there was the paragraph—"The directors have pleasure in stating that the business of the bank continues steadily to improve, without any fresh losses being incurred." This was very satisfactory, but he thought it would be even more satisfactory if they were informed whether or no the losses of 1865-1867 had been fully provided for, and when they would be finally extinguished. At the last half-yearly meeting a sum of £61,000 was carried forward against the bad debts of the previous year of 1865-66, and the chairman then stated that the directors believed the profits of the year would be sufficient to finally extinguish these debts, besides paying the dividends. (Hear.) He would repeat that he did not wish to ask any questions that could not be properly answered; but he thought it was only reasonable that they should know whether the chairman still adhered to what he stated then—that the year's profits would more than pay those bad debts, besides the dividends. While these debts were outstanding an incubus attached to their shares. (Hear, hear.) Once let them extinguish those debts, and their shares would rise in value in the market, and the public confidence in their bank would be greatly increased. (Hear, hear.)

Sir FREDERICK JAMES HALLIDAY asked to be allowed to say a few words in reply to the remarks that had fallen from the last speaker. The hon. shareholder accepted the statement of the chairman that the accounts was a perfectly truthful one, and that these charges were moderate, and yet he asked that the amount should be divided into four items. He supposed that the object of the hon. shareholder to have these charges given more in detail, but he would ask how much nearer he would be to his object in dividing these charges into the four items, as he had suggested. They came there on business matters, and as such, desired to transact the business in the smallest space of time. They did not propose to go into detail of these accounts, and unless they went into detail, what conceivable object was to be gained in dividing those charges into four items. They would not have those charges presented more in detail than they had now. He was in a position that day to speak in a way that he had hitherto not been in a position to do, and he could tell them that if there was one thing for which their bank was remarkable, it was the stern and unflinching

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honesty with which its affairs were conducted. (Hear, hear.) There was never a shilling of expenditure that was not most carefully investigated —there was never anything that might seem to be concealment or dishonesty—everthing was above-board, honourable, straightforward, and in their interest alone. (Hear, hear.) Under these circumstances the directors came before them with a balance-sheet showing a large amount of expenses, but at the same time they had their assurance that they had done their best, and that they would continue to do their best, economising wherever it was practicable; for, as the chairman had said, as a bank of its kind, it was an unwise policy to carry economy beyond a certain limit. (Hear, hear.) The chairman had truly stated that there were circumstances attending the operation of an India bank, which rendered it very different from an English bank; and accepting, as the hon. shareholder did, all these statements, he could not see what object he had to gain in desiring that these charges should be divided into four items in the way he had suggested. (Hear, hear.) He would remind them that the position of director of a bank of this nature was a very responsible position. He recollected a conversation he had with a gentleman, whose name he could mention, and who was asked whether he would care to go into the proprietorship, or perhaps, on to the directorate of a bank like this. He replied, "Well, after the large experience I have had, and what I have seen behind the scenes in these matters, I tell you I would not; because I am sure that, no matter how cautious and prudent those may be who head your management, who are at the head of your affairs"—and he (Sir Frederick) had no doubt that the proprietors would agree with him that those gentlemen who were at the head of their affairs were prudent and cautious men—(hear, hear)—"yet in the working of a bank of this kind you cannot help being at the mercy of your agents at your different agencies abroad. You may lay down good rules at headquarters, but what security have you that these rules will always be carried out by your agents?" True, what was their security? They had but one. They must choose its very best men by the very best test they could apply; and above all they must repose confidence in those who had the management. He believed that their directors were gentlemen, all of the first standing. They had every reason to trust them. As far as his experience went he believed they had nearly, if not quite, brought the charges down to the lowest point. (Hear, hear.) These expenses were naturally created at a time when the bank's business was largely increased. Now, every man knew that, although they might sometimes curtail their business, they could not so easily curtail their expenses. (Hear, hear.) He believed the directors had gone as far as they wisely could do in the reduction of the expenses of the bank. (Hear, hear.) Now, if that were so, would the meeting allow it to be said that they were not satisfied with the present statement, and that they required that these charges should be divided into four items? The chairman had also said that it was quite open to any shareholder who required any more detailed information to go to the office of the bank, and he would receive all the information he asked. In the face of this, what possible object could the hon. shareholder have in persisting in this motion? Again, there were certain times and seasons for doing certain things. Now, the bank had gone through many difficulties, and the directors had had to strive hard to maintain the credit of the bank. (Hear.) No one knew what the directors had had to go through during the last three years but those gentlemen themselves, and he called upon the proprietors who knew this still to repose confidence in those gentlemen, and they might rest assured that their interest would not suffer in their hands. Such frivolous questions and carping, of which they had an instance in the hon. shareholder, only tended to damage the credit of the bank. (Hear, hear.)

Mr. Brown rose, and disclaimed that he had any such intention.

Sir Frederick James Halliday said he did not suppose that the hon. shareholder intended to ruin his property; the hon. shareholder did not seem to know what he was really doing. (Hear, hear.) Whatever the object of the hon. shareholder, people outdoors were so apt to misconstrue motives, that when they read the remarks of that gentleman they might be inclined to say that "Mr. Brown seemed a shrewd man, and he evidently thinks there is something very wrong in the expenses." Remarks made in such a spirit, he would repeat, did tend sometimes to affect the credit of an institution of this character.

Mr. Brown said he distinctly protested against any intention on his part to injure the credit of the bank. He had put the question merely as a business man, but if it was the wish of the shareholders that the information he had asked for should not be given, he did not desire to press the point.

Mr. Larnack said, as a director, he desired to say a few words. He quite concurred in the remarks that had fallen from Sir Frederick Halliday. The directors had had enormous difficulties to contend with in the last three years, and they had surmounted them to a large extent. He and his colleagues were perfectly independent of the Chartered Bank. They held a large interest in the bank, and they worked here for themselves as well as for them. (Hear, hear.) He himself would not consent to sit upon the board of any company unless he held himself an overwhelming interest in that company. It was not agreeable to the feelings of the directors to have shareholders coming there half-year after half-year carping over what the directors had done, and asking such frivolous questions as those that had been asked that day; and if this continued, he would not sit at the board; for, as he had said, he was perfectly independent of the Chartered Bank. (Hear.) They might depend upon it that their affairs were thoroughly well managed. They had certainly made losses, and what Indian bank had not? They had, however, done their best to bring these round, and they would bring them round, if they were encouraged and supported by their proprietary. (Hear, hear.) He hoped the shareholders would continue to repose confidence in the board, as they had hitherto done. (Hear, hear.)

Mr. Ries thought the remarks of the hon. director were quite uncalled for. He thought the remarks of Mr. Brown were very sensible and well made. He, for one, desired to have a more detailed account of this annual expenditure of £104,000, and he thought the hon. shareholder was quite justified in asking for this. He thought the remarks of the hon. director were uncalled for—and if some more satisfactory explanation is not given he should feel it to be his duty to move a resolution on the subject.

Mr. Hennery thought it would be satisfactory to the shareholders to know what sum was required finally to extinguish the debts of the year 1865-66. He did not think it was satisfactory that half-year after half-year allusion should be made to these debts. He would also recommend the directors to raise the reserve fund to its former amount, before largely increasing their dividend. He was quite satisfied that to raise the reserve fund to its former amount would conduce very much to the increased prosperity of the bank. (Hear, hear.)

The Chairman, in reply to the several questions, said that no account was taken in the £52,000 for interest in respect of the company's premises. With respect to the remarks of Mr. Brown, followed up by what had fallen from Mr. Larnack, he must say that after the difficulties they had had to contend with during the last three years, and after all they had done to surmount those difficulties, and to maintain the credit and position of the bank, it was unpleasant to the directors to come there and hear such remarks from shareholders. (Hear, hear.) The shareholders had hitherto been pleasd to place confidence in himself and his colleagues, and he could assure them that the confidence so placed would never be abused. (Hear, hear.) After what had been said he hoped that Mr. Brown would be satisfied that the affairs of the bank were economically conducted. He had the information asked for by Mr. Brown, and if it was the wish of the meeting he would read it. (Loud cries of "No, no.")

The Chairman, to settle the matter, put the question to a show of hands, when an overwhelming majority was opposed to the document being read. In reply to the chairman,

Mr. Brown said he was perfectly satisfied with the decision of the meeting.

The Chairman, in continuation, said this was not the time to write off anything for bad and doubtful debts; but in reply to the question that had been asked, he would say that the directors believed they would be in a position, at the end of the year, to make a final estimate of the debts of 1865-66. More than that he could not say; but he believed they would be able to do this. The accounts now open were few in number, but large in amount. They could not, at the present moment, exactly estimate the amount; but he hoped to be able to do so at the end of the year. In reply to another question, the directors were very anxious to restore the reserve fund to its former amount—£250,000—before largely increasing the dividend; but if they did increase the dividend next half-year, the shareholders might depend upon it that they would not do so without great deliberation, and without they were fully justified in doing it. (Hear, hear.)

This concluded the business, and a cordial vote of thanks having been passed to the chairman and directors, the proceedings terminated.

THE COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.

On Friday, the 27th November, in consequence of the official liquidator of the Commercial Bank Corporation of India having stated in his report that a call of £15 per share would be necessary in order to release this bank from its present difficulties, a very large number of solicitors, representing shareholders and creditors, attended at Chancery-chambers, before Mr. Church, the Chief Clerk of the Master of the Rolls. In the course of the discussion it appeared that the deficiency was £367,900, and interest on claims £200,000, making a total deficiency of upwards of half a million. Several of the solicitors for the creditors having expressed themselves content with a £5 call, Mr. Harrison, who represented three of the shareholders, moved as an amendment that the call be not imposed, upon the ground that it was wholly unnecessary. The Chief Clerk assented to an application to make a call of £5 per share, payable in England on the 1st of February, and in Bombay on the 1st of March.

(MONEY MARKET REVIEW.)

Many examples of the benefit of mutual concession in averting and modifying what has seemed almost inevitable disaster and ruin have cheered, and at the same time surprised, the business community since the panic in May, 1866. The Agra and the Consolidated Banks have discharged their liabilities in full, with interest, and are again going, and, we trust, thriving concerns—monuments of reconstructive genius. Then come what may be termed the mitigated liquidations of the Bank of London, the Imperial Mercantile Credit, and other companies, in which, although only a minor degree of success has been attained, still much distress has certainly been avoided. It is true that many once flourishing institutions, with their unfortunate shareholders and the innocently suffering creditors, still lie crushed under their misfortunes, bound hard and fast by legal debts that can never be fully discharged; but we believe that many of these would well repay strenuous efforts on the part of those interested in them, and we rejoice that endeavours of the kind still continue to be made. To a measure of this nature we would now call attention.

On the 30th September last, at a meeting of some of the creditors of the Commercial Bank Corporation of India and the East—a concern which suspended payment in May, 1866, with liabilities exceeding £6,000,000—a committee was appointed to investigate and report to a future meeting. The second meeting of the creditors took place on Tuesday, the 20th Oct., at the Guildhall Tavern, Gresham-street, the Right Hon. the Lord Mayor presiding, when the report of the committee was presented. From this it appears that the liabilities of the bank have been reduced by realisation of securities held, sets off, and a first dividend of 10s. in the pound paid in February, 1867, to about £1,250,000. The assets are also estimated to be sufficient to pay in all 17s. 9d. to 18s. in the pound on the debts, without interest; but this, the report states, would necessarily occupy time, as a large portion of the assets consist of land and house property in

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China, the value of which is at present greatly depressed. The valuation in question also includes a sum of £90,000, which the creditors' committee suggest should be further contributed by the bank's shareholders, in addition to the £10 call already made; but this, in the discussion upon the report which then took place, Mr. Holyland, the official liquidator, intimated, is not to be expected, as the shareholders are advised that not only would they avoid further calls, but also succeed in their contention that the £10 call recently collected be refunded. After much discussion, the same committee was reappointed, with power to accept of an early payment of 17s. 6d. in the pound, Mr. Holyland suggesting 17s. as a minimum. Provision was also made for the expenses of the committee, and for the prosecution of the litigation in the event of the proposed compromise not being accepted by the shareholders.

We trust that the shareholders of the bank, encouraged by the consideration shown at this meeting, will meet the friendly proposal in the spirit it deserves, and make a united effort to benefit both themselves and those who have entrusted them with such a considerable amount, without further recourse to the disagreeable processes of the Court of Chancery. We cannot conclude better than by adding to our remarks the following extract from the report of the creditors' committee, viz.:—

"We think this is eminently a case for some concession on both sides, and the shareholders should voluntarily assist the creditors to arrive at some basis upon which the present pending litigation may be ended, and the assests distributed amongst those who are justly entitled thereto."

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of cotton manufactures and yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 12th November. The shipments during the eleven months ended 16th November compared with those for the corresponding periods of 1867 and 1866, are also given.

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 12th November, 1868, 4,392,509 yards; for the eleven months 1868, 52,812,465 yards; for the eleven months, 1867, 45,298,711 yards; for the eleven months 1866, 36,057,484 yards. Increase for 1868 against 1867, 7,513,754 yards.

Coloured Cottons.—Export for the month ended 12th November, 1868, 26,856 yards; for the eleven months 1868, 1,256,851 yards; for the eleven months, 1867, 2,205,061 yards; for the eleven months, 1866, 3,671,009 yards. Decrease for 1868 against 1867, 948,210 yards.

Printed Cottons.—Export for the month ended 12th November 1868, 29,136 yards; for the eleven months 1868, 2,054,454 yards; for the eleven months 1867, 713,065 yards; for the eleven months, 1866, 796,640 yards. Increase for 1868 against 1867, 1,341,389 yards.

Cotton Yarn.—Export for the month ended 12th November, 1868, 1,090,662 lbs.; for the eleven months 1868, 6,316,200 lbs.; for the eleven months 1867, 6,261,914 lbs.; for the eleven months 1866, 4,405,988 lbs. Increase for 1868 against 1867, 54,286 lbs.

Value.—For the month ended 12th November, 1868, £148,098; for the eleven months 1868, £1,402,731; for the eleven months 1867, £1,487,219; for the eleven months 1866, £1,368,873. Decrease for 1868 against 1867, £84,488.

SHANGHAI.

Plain Cottons.—Export for the month ended 12th Nov., 1868, 28,407,158 yards; for the eleven months 1868, 229,443,746 yards; for the eleven months 1867, 119,321,072 yards; for the eleven months 1866, 111,113,147 yards. Increase for 1868 against 1867, 110,122,674 yards.

Coloured Cottons.—Export for the month ended 12th Nov., 1868, 422,520 yards; for the eleven months 1868, 6,009,009 yards; for the eleven months 1867, 9,827,538 yards; for the eleven months 1866, 10,901,907 yards. Decrease for 1868 against 1867, 3,818,529 yards.

Printed Cottons.—Export for the month ended 12th Nov., 1868, 82,660 yards; for the eleven months 1868, 3,373,939 yards; for the eleven months 1867, 5,095,736 yards; for the eleven months 1866, 5,539,770 yards. Decrease for 1868 against 1867, 1,721,797 yards.

Cotton Yarn.—Export for the month ended 12th Nov., 1868, 76,000 lbs.; for the eleven months 1868, 305,700 lbs.; for the eleven months 1867, 441,232 lbs.; for the eleven months 1866, 68,800 lbs. Decrease for 1868 against 1867, 135,532 lbs.

Value.—For the month ended 12th Nov., 1868, £462,074; for the eleven months 1868, £3,898,024; for the eleven months 1867, £2,558,487; for the eleven months 1866, £2,961,618. Increase for 1878 against 1867, £1,339,537.

JAPAN.

Plain Cottons.—Export for the month ended 12th Nov., 1868. 1,496,283 yards; for the eleven months 1868, 19,783,473 yards; for the eleven months 1867, 19,088,504 yards; for the eleven months 1866, 22,393,803 yards. Increase for 1868 against 1867, 694,969 yards.

Coloured Cottons.—Export for the month ended 12th Nov., 1868, 5,600 yards; for the eleven months 1868, 1,565,136 yards; for the eleven months 1867, 3,146,706 yards; for the eleven months 1866, 2,537,614 yards. Decrease for 1868 against 1867, 1,581,570 yards.

Printed Cottons.—Export for the month ended 12th Nov., 1868, 34,400 yards; for the eleven months 1868, 501,637 yards; for the eleven months 1867, 788,418 yards; for the eleven months 1866, 2,292,921 yards. Decrease for 1868 against 1867, 286,781 yards.

Cotton Yarn.—Export for the month ended 12th Nov., 1868, 572,812 lbs.; for the eleven months 1868, 4,044,911 lbs.; for the eleven months 1867, 2,996,149 lbs.; for the eleven months 1866, 1,397,730 lbs. Increase for 1868 against 1867, 1,048,762 lbs.

Value.—For the month ended 12th Nov., 1868, £56,896; for the eleven months 1868, £626,821; for the eleven months 1867, £685,589; for the eleven months 1866, £807,195. Decrease for 1868 against 1867, £58,768.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 12th Nov., 1868, 1,345,492 yards; for the eleven months 1868, 43,971,199 yards; for the eleven months 1867, 58,941,380 yards; for the eleven months, 1866, 42,841,766 yards. Decrease for 1868 against 1867, 14,970,181 yards.

Coloured Cottons.—Export for the month ended 12th Nov., 1868 216,110 yards; for the eleven months 1868, 3,932,649 yards; for the eleven months 1867, 8,311,909 yards; for the eleven months, 1866, 7,316,373 yards. Decrease for 1868 against 1867, 4,379,260 yards.

Printed Cottons.—Export for the month ended 12th Nov., 1868, 39,967 yards; for the eleven months 1868, 1,819,975 yards; for the eleven months 1867, 4,209,452 yards; for the eleven months 1866, 4,022,284 yards. Decrease for 1868 against 1867, 2,389,477 yards.

Cotton Yarn.—Export for the month ended 12th Nov., 1868, 61,810 lbs.; for the eleven months 1868, 1,301,143 lbs.; for the eleven months 1867, 2,705,105 lbs.: for the eleven months 1866, 1,572,877 lbs. Decrease for 1868 against 1867, 1,403,962 lbs.

Value.—For the month ended 12th Nov., 1868, £33,536; for the eleven months 1868, £895,049; for the eleven months 1867, £1,604,689; for the eleven months 1866, £1,415,041. Decrease for 1868 against 1867, £709,640.

BATAVIA.

Plain Cottons.—Export for the month ended 12th Nov., 1868, 419,160 yards; for the eleven months 1868, 15,911,249 yards; for the eleven months 1867, 17,330,196 yards; for the eleven months 1866, 33,538,654 yards. Decrease for 1868 against 1867, 1,418,947 yards.

Coloured Cottons.—Export for the month ended 12th Nov., 1868, 563,043 yards; for the eleven months 1868, 6,709,777 yards; for the eleven months 1867, 12,262,487 yards; for the eleven months 1866, 11,470,621 yards. Decrease for 1868 against 1867, 5,552,710 yards.

Printed Cottons.—Export for the month ended 12th Nov., 1868, 611,122 yards; for the eleven months 1868, 4,909,177 yards; for the eleven months 1867, 12,764,488 yards; for the eleven months 1866, 10,101,429 yards. Decrease for 1868 against 1867, 7,855,311 yards.

Cotton Yarn.—Export for the month ended 12th Nov., 1868, 33,175 lbs.; for the eleven months 1868, 543,370 lbs.; for the eleven months 1867, 628,155 lbs.; for the eleven months 1866, 671,766 lbs. Decrease for 1868 against 1867, 84,785 lbs.

Value.—For the month ended 12th Nov., 1868, £38,815; for the eleven months 1868, £583,798; for the eleven months, 1867, £1,005,236; for the eleven months 1866, £1,351,179. Decrease for 1868 against 1867, £421,438.

MANILA.

Plain Cottons.—Export for the month ended 12th Nov., 1868, 1,957,230 yards; for the eleven months 1868, 17,258,476 yards; for the eleven months 1867, 16,054,803 yards; for the eleven months 1866, 10,284,085 yards. Increase for 1868 against 1867, 1,198,678 yards.

Coloured Cottons.—Export for the month ended 12th Nov., 1868, 1,429,842 yards; for the eleven months 1868, 13,154,066 yards; for the eleven months 1867, 14,580,986 yards; for the eleven months 1866, 12,801,701 yards. Decrease for 1868 against 1867, 1,426,920 yards.

Printed Cottons.—Export for the month ended 12th Nov., 1868, 158,502 yards; for the eleven months 1868, 943,918 yards; for the eleven months 1867, 842,027 yards; for the eleven months 1866, 552,915 yards. Increase for 1868 against 1867, 101,891 yards.

Cotton Yarn.—Export for the month ended 12th Nov., 1868, 53,600 lbs.; for the eleven months 1868, 311,912 lbs.; for the eleven months 1867, 182,826 lbs.; for the eleven months 1866, 78,318 lbs. Increase for 1868 against 1867, 129,086 lbs.

Value.—For the month ended 12th Nov., 1868, £71,615; for the eleven months 1868. £629,456; for the eleven months 1867, £758,443; for the eleven months 1866, £615,671. Decrease for 1868 against 1867, £128,987.

CEYLON.

Plain Cottons.—Export for the month ended 12th Nov., 1868, 2,075,837 yards; for the eleven months 1868, 21,314,520 yards; for the eleven months 1867, 16,537,079 yards; for the eleven months 1866, 17,375,236 yards. Increase for 1868 against 1867, 4,777,441 yards.

Coloured Cottons.—Export for the month ended 12th Nov., 1868, 33,664 yards; for the eleven months 1868, 684,305 yards; for the eleven months 1867, 1,213,324 yards; for the eleven months 1866, 1,450,451 yards. Decrease for 1868 against 1867, 529,019 yards.

Printed Cottons.—Export for the month ended 12th Nov., 1868, 167,100 yards; for the eleven months 1868, 2,040,678 yards; for the eleven months 1867, 1,992,300 yds.; for the eleven months 1866, 4,064,862 yards. Increase for 1868 against 1867, 48,378 yards.

Cotton Yarn.—Export for the month ended 12th Nov., 1868, 36,600 lbs.; for the eleven months 1868, 409,237 lbs.; for the eleven months 1867, 324,235 lbs.; for the eleven months 1866, 796,422 lbs. Increase for 1868 against 1867, 85,002 lbs.

Value.—For the month ended 12th Nov., 1868, £40,799; for the eleven months 1868, £427,355; for the eleven months 1867, £447,202; for the eleven months 1866, £669,986. Decrease for 1868 against 1867, £19,847.

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LONDON PRICES CURRENT.

Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ½ per cent.

	s.	d.	s.	d.
ARROWROOT.				
(*Duty 4½d. per cwt.*)				
East India	0	1½	0	2½
CANES, Bamboo—each	0	0½	0	2½
Malacca	0	1	0	9
Partridge	0	0½	0	3½
Tonkin & Carolina ...	0	0½	0	0½
Rattans per 100	2	6	4	6
Good and fine „	5	0	7	6
CHEMICALS.				
Alum ... ...per ton	150	0	160	0
Antimony, ore ...	280	0	300	0
crude ...per cwt.	23	0	26	0
regulus	49	0	50	0
star	48	0	—	
Brimstone, roll per cwt.	11	3	11	6
Calomel ...per lb.	2	5	—	
Corros. Sublim. pr. lb.	1	11	—	
Iodine, dry per oz.	0	9¾	0	10
Ivory Blk. dry, p. cwt.	—		—	
Lime, Acet. wh. ...	12	6	21	6
Magnes. Carb. per ct.	42	6	—	
Prussian Blue ...	1	0	1	10
Quinine Sulph., per oz.	—		—	
British, in bottle ...	4	9	—	
French	4	6	—	
Vermilion, Eng. ...	2	6	3	0
China ...	2	7	2	9
COALS, best per ton	18	3	19	0
other sorts	15	6	17	6
COCHINEAL per lb.				
Honduras, black ...	3	2	4	5
silver ...	2	10	3	8
pasty ...	1	5	2	8
Teneriffe, black ...	3	0	5	0
silver ...	2	11	3	3
COFFEE, in bond per ct. (*Duty 3d. per lb.*)				
Ceylon				
Native, fine bold ...	57	0	61	0
gd. and fine ord.	50	6	52	6
small and ordinary...	42	0	49	0
Plantation, fine ...	90	0	95	0
fine middling ...	86	0	89	0
good middling ...	78	6	85	0
middling	72	0	78	6
fin. ord. to low mid.	60	0	70	0
mixed and triage ...	25	0	54	0
Other British E. I.				
fine and superior ...	87	0	98	0
good and fine ...	83	0	86	0
mid. to good mid....	71	0	81	0
fine ord. to low mid.	60	0	70	0
good ord. Native ..	53	0	57	0
ordinary	51	0	52	0
Batavia, yellow ...	68	0	80	0
pale and mixed ...	47	0	65	0
Manilla...	44	0	58	0
Singapore	38	0	67	0
Sumatra	36	0	44	0
COTTON ...per lb.				
Surat	0	6⅜	0	10
Sawginned Dharw ...	0	8⅜	0	9⅜
Madras, Tinnevelly ...	0	8½	0	8½
North, and Westrn.	0	7½	0	8¼
Cocanada	0	7½	0	7½
Bengal and Rangoon	0	7	0	8
Scinde	0	7⅛	0	7⅜
China	—		—	
Egyptian	0	8½	1	6
Smyrna	0	7½	0	10
Sea Island	1	10	5	0
Upland...	0	10	1	0
Mobile...	0	10	1	0
New Orleans	0	9½	1	0½
CUTCH.				
See Terra Japonica....				
DRUGS.				
Aloes, Hepatic, per ct.	100	0	180	0
Socotrine	150	0	260	0
Aniseed, Chi. Star ..	95	0	100	0
Beans, Tonquin, per lb.	1	2	1	6
Camphor, per cwt. ...	—		—	
Japan	150	0	—	
China	150	0	—	
Cardamoms				
Malabar	—		—	
good	9	0	10	0
inferior	6	0	8	3
Ceylon	2	10	3	0
Corosos Nuts, per cwt	12	0	16	0
Cassia Fistula ...	15	0	28	0
China Root	30	0	40	0
Cubebs...	40	0	—	
Dragon's Blood, reed	100	0	220	0
lump	—		—	
Galangal Root ...	16	0	18	0
Gentian Root	16	0	17	0
Ginger, prsd. (*Duty 1d. per lb.*)	0	6	0	10
Ipecacuanha ... per lb	5	9	6	0
Isinglass, Brazil ...	3	6	4	6
Tongue sort ...	4	0	5	5
East India	2	3	4	2
Myrabolanes, per cwt.	11	0	17	0
OILS.				
Aniseed ...per lb.	11	6	13	0
Cassia	5	9	—	
Cinnamon ...per oz.	1	0	4	0
Citronel	0	2⅞	3	0
fine	0	3½	—	
Clove ... ...per lb.	2	6	—	
Lemon...	3	0	3	6
Lemongrass ...per oz.	0	4½	0	4⅝
Mace, expressed ...	0	0⅝	0	2½
Nutmeg	0	4	0	7½
Orange ... per lb	5	0	7	0
Orris Root .. per ct.	36	0	42	0

	s.	d.	s.	d.
DRUGS				
Rhubarb ... per lb.				
China, good and fine	5	0	9	0
gd mid. to ord....	1	0	4	6
Dutch trimd. ...	10	0	12	0
Saffron, Spanish ...	28	0	34	6
Squills...	0	1	0	2¾
Tamarinds ... per ct.				
East India	30	0	32	0
Vanilla ...per lb.	10	0	16	0
DYE STUFFS.				
Galls, Buss. bl. per ct.	90	0	105	0
in sorts	80	0	85	0
white	50	0	55	0
China	50	0	51	0
Turkey, blue ...	—		—	
Japan	48	6	50	0
Madder Root	—		—	
Bombay	40	0	45	0
Orchella, Angola ...	30	0	37	0
Bombay	—		—	
Turmeric	—		—	
Bengal	21	0	21	6
Madras	19	0	28	0
Malabar	—		—	
Java	—		—	
China, &c.	28	0	32	0
GAMBIER.				
See Terra Japonica				
GUM ... ...per cwt.	£	s.	£	s.
Arabic...	—		—	
E. I. fine pale ...	4	0	4	3
sorts, mid. to fine	3	0	3	17
garblings ...	2	0	2	15
Assafœtida, com. to gd.	3	0	5	0
Benjamin, Siam, 1st and 2nd	18	0	34	0
Sumatra, 1st and 2nd	7	0	12	0
Copal, Angola red ...	3	0	10	0
Manila ...per cwt	26s	6d	45s	0d
Dammar, Batavia, pale	90	0	95	0
Singapore	80	0	85	0
Gamboge, pkd. pipe...	£20	0	£22	0
Guaiacum ...per lb.	0s	7d	0s	11d
Kino ... per cwt.	60	0	120	0
GUTTA PERCHA.				
per lb. genuine ...	1	10	3	4
HEMP. per ton	£.	s.	£.	s.
Sisal	38	0	42	0
Bombay & Kurrachee	—		—	
Manila...	42	0	51	0
good and fine white	70	0	90	0
China grass	—		—	
COIR ... per ton				
Rope...	20	0	35	0
Yarn, good & fine...	44	0	80	0
ord. to fair ...	25	0	43	0
Bombay, cm. to fn.	—		—	
Junk	—		—	
Fibre	22	0	35	0
HIDES.				
Sourabaya & Batavia				
Ox and cow hides, dry, best, 6lb. to 10lb.	0	8	0	9½
Seconds	0	6	0	7
Thirds	0	4	0	5
Buffalo hides, yellow, best, 171b. to 221b. ...	0	6¼	0	7¼
Seconds	0	5	0	6
Thirds	0	3	0	4½
Dark, best, 201b. to 281b.	0	5	0	6¼
Seconds	0	3	3	4¾
Singapore,				
Ox and cow hides, dry, best, 6lb. to 10lb.	0	8½	0	10
Seconds & Thirds	0	5	0	8
Buffalo hides, best, 171b. to 201b. ...	0	5	0	6¼
Seconds	0	4½	0	5¼
Manila,				
Buffalo hides, best, 181b. to 271b. ...	0	4	0	5
Seconds	0	3	0	3¾
HORNS, BUFFALO,				
Calcutta, Madras and				
Bombay, 11b. to 21b., per cwt.	22	0	33	0
Singapore, 2½lb. to 4lb.	35	0	46	0
INDIA RUBBER, pr lb.				
East India	—		—	
Assam and Pegu ...	0	11	1	2
Penang, &c.	1	5	1	8
LAC.				
STICLAC	60	0	68	0
METALS.				
IRON ... ...per ton	£	s.	£	s.
Welsh Rails in Wales	—		6	6
Welsh Bars in Wales	5	15	6	0
Welsh Bars in London	6	10	6	15
Staffordshire Bst. Bars	s.	d.	s.	d.
in London	152	6	155	0
Staffordshire B. Nail Rods...	125	6	155	0
Staffordshire B. Hoops	165	0	180	0
Staffordshire B. Sheets	180	0	190	0
Scotch Pig No. 1 in the Clyde	54	0	59	6
Swedes Bars in London	200	0	210	0
Swedes Steel in kegs, ½ in. and ⅝ in. ...	300	0	316	0
COPPER				
Ore ... per unit	260	9	280	0
	£	s.	£	s.
Chili Slabs per ton	—		68	10

	£.	s.	£.	s.
METALS.				
Spanish Cake... ...	—		70	0
Australian Burra ...	—		79	10
Australian Wallaroo...	—		78	10
English tough quality	74	3	75	0
English best selected	—		77	0
English Sheets,—				
Sheathing, &c. ...	78	0	80	0
English Bottoms ...				
rolled	—		83	0
English Bottoms ...				
hammered	—		88	0
	s.	d.	s.	d.
Yellow Metal Sheets, 4 by 4 ft. ...per lb.	—		0	0¾
Yellow Metal Sheathings and Rods ...	0	6¾	0	7
LEAD. ... ...per ton	£.	s.	£	s.
Pig, W.B.	—		425	0
Pig, other brands ...	380	0	387	6
Spanish soft, ex ship	367	6	370	0
Sheet	—		400	0
Shot (kegs extra) ...	440	0	445	0
White (kegs extra) ...	540	0	600	0
Red (kegs extra) ...	415	0	401	0
SPELTER....				
Silesian	500	0	512	6
English (smelted from ores)... ...	—		407	0
ZINC.				
English Sheet ..	501	0	520	0
MOLASSES (*duty 3s. 6d.*)				
East India	—		—	
OILS				
Cocoa-nut, Coch. p.tn.	51	0	—	
Ceylon	49	0	—	
Sydney	44	0	48	0
Rapeseed—Eng. pale	33	0	33	10
„ brown	31	10	—	
PLUMBAGO.	s.	d.	s.	d.
Ceylon, Lump ...	27	0	44	0
Dust... ...	14	6	22	0
German	7	0	10	0
PROVISIONS, per cwt.				
Butter—				
Cork, 3rd to 1st ...	120	0	134	0
Beef ... per tierce				
Foreign, India ...	100	0	167	6
mess, and Ind. mess	100	0	120	0
Pork—				
Pickled middles ...	66	0	70	0
Irish, prime In. new	—		—	
mess. prime p. brl.	100	0	112	6
Foreign Ind. per trc.	—		—	
mess per barrel	100	0	112	6
Hams, Irish	90	0	112	0
American ...	—		—	
Lard, Irish bladder ...	76	0	84	0
keg and firkin ...	70	0	76	0
RICE ... per cwt.				
Bengal, white ...	9	9	15	6
red	—		—	
cargo	8	6	9	0
Ballam and Moonghy	9	0	9	6
brkn. and ord. white	—		—	
mid. to good white	—		—	
Madras	9	3	10	0
Arracan	9	6	11	0
Maulmain	11	0	11	9
Rangoon and Bassein	10	0	11	6
Saigon...	9	0	10	0
Java	—		—	
Patna-cleaned ...	16	0	23	0
Ballam do. ...	11	0	12	6
Rangoon do. ...	13	3	20	0
Java do. ...	20	0	35	0
SAGO (*duty 4½d. per cwt.*)				
Pearl, small (in bond)	19	0	20	6
large and medium	17	6	20	0
SALT (at the works in Cheshire, exclusive of 3*s.* lighterage) per ton				
common	5	6	—	
butter	8	0	—	
stoved, common ...	10	6	—	
handed	12	0	—	
bagged	—		—	
Rock, large lumps ...	6	0	—	
SALTPETRE. per cwt.				
Bengal, 6 p. c. or und	22	6	23	0
over 6 per cent. ...	22	0	22	3
Calcutta, 5 to 2 pr. ct.	—		—	
12 to 6 per cent. ...	—		—	
Scinde, refined ...	—		—	
Madras	20	6	21	6
Bombay & Kurrachee low to fine	—		—	
SEED.				
Rape per qr. 416lbs.				
Calcutta	50	0	—	
Madras	52	6	—	
Bombay	52	6	53	0
Japan	—		—	
Teel per 384 lbs.				
Sesame or Gngly ...	64	0	66	0
SHELLS per cwt.				
Mother o'Pearl ...	—		—	
China and Manila .	120	0	180	0
Singapore	—		—	
Buffalo	—		—	
West Coast, Black edge	—		—	
Tortoise per lb.				
Manila	13	0	21	0
Other East India ...	7	0	18	0
West India... ...	9	0	15	0
SOY per gall.				
China	2	8	—	

	s.	d.	s.	d.
SOY.				
Japan	—	—	—	—
SPICES per cwt.				
Cassia Lignea ...	—	—	—	—
Vera...	60	0	84	0
Buds	140	0	150	0
Cinnamon per lb.				
Ceylon, 1st quality.	2	8	3	8
2nd „	2	2	3	2
3rd „	1	10	2	10
Tellicherry	2	0	2	3
Cloves, Penang ...	0	10½	0	11½
Amboyna	0	5	0	6
Zanzibar	0	3½	0	4
Ginger per cwt.				
Cochin	31	0	120	0
Mace, 1st qual. per lb	2	6	3	4
2nd and inf. ...	1	6	2	4
Nutmegs.				
78 to 60 lb. ...	2	3	4	3
80 to 90 lb. ...	1	7	2	2
95 to 132 lb. ...	1	2	1	6
Pepper, black per lb.				
Penang and Batavia .	0	3⅝	0	3⅝
Singapore	0	3⅜	0	3⅜
white	0	5	0	6⅜
SUGAR per cwt.				
Duties:—				
Ref. and Candy, 12*s.*				
Raw, 1st cl. 11*s. 3d.*				
„ *2nd cl.* 10*s. 6d.*				
„ *3rd cl.* 9*s. 7d.*				
„ *4th cl.* 8*s.*				
Penang, yell. and gray	32	6	38	0
brown ...	27	6	32	0
Manila, clayed ...	29	6	30	6
superior ...	—	—	—	—
unclayed ...	26	0	28	0
Java, gray and white	35	6	40	0
brown and yel.	27	6	34	0
China and Siam, white	34	0	39	0
brown and yellow...	27	0	32	6
TALLOW per cwt.				
East India	—		—	
TAPIOCA (*Duty 4½d. per cwt.*) per lb.				
Penang and Singapre.	0	2	0	3½
Pearl ... per cwt.	25	0	28	6
	0	2½	0	2½
TAPIOCA FLOUR ...				
TEA (*Duty, 6d per lb.*)				
Congou.				
brown leaf, ord. ...	0	11	0	11½
good ord. to bst md.	0	11¾	1	0
good export kinds .	1	0½	—	—
Kaisow, 1st & 2nd ...	1	6	2	10
bk. leaf, com. to gd.	1	0½	1	2½
medium to finest ...	—		—	
Oopack and Moning .	1	6	2	4
extra fine	2	6	2	8
Ning Yong and Oolg.	0	9	2	2
Souchong.				
fair to good ...	1	1½	1	8
fine to finest ...	1	10	2	6
Flowery Pekoe.				
fair to good ...	0	10	1	6
fine to finest ...	1	10	3	6
Caper, scented ...	0	9	2	2
Orange Pekoe, plain .	1	2	1	6
scented	1	0	2	6
Twankay.				
common to good ...	0	9	1	0
fine to Hyson kind .	1	0½	1	1
Hyson Skin.				
common to fair ...	0	7	0	8
good to fine ...	0	10	0	11
Hyson, common ...	0	11	1	1
fair to fine	1	2	2	2
finest	2	4	3	8
Yg. Hyson, Can. kind	0	7	1	4
country kinds ...	0	11	2	10
Imperial	0	9	2	10
Gunpowder	0	9½	3	7
Japan, uncoloured ...	1	0	1	8
Assam	1	0	6	0
TERRA JAPONICA.				
Gambier per cwt.	16	9	17	3
free Cubes	21	0	23	6
Cutch	27	6	29	6
TOBACCO.				
(*Duty 3s. per lb., and 5 per cent. and ½ per cent., equal to about 3s. 1½d per lb.*) pr. lb.				
East India leaf ...	0	2	0	5
Japan.				
Manila cheroots ...	6	0	7	6
WAX per cwt.				
BEES'.	£.	s.	£.	s.
English	9	0	9	10
German	—		—	
American	8	10	9	0
Bombay	8	10	9	5
Bengal	8	10	9	0
E. I. white	10	0	12	0
VEGETABLE.				
Japan	4	15	5	0⅜
WOOD—DYE, per ton.				
Red Sanders	7	15	—	—
Sapan, Bimas, &c. ...	9	0	13	0
Siam	11	0	14	0
Cedar, Cuba ... per ft.	0	4	0	4½
Ebony... ...per ton				
Ceylon	5	12	9	0
Satinwood ... per ft.	0	10	1	2
WOOL ... ...per lb.				
East India, white ...	0	7½	1	6
yellow and gray ...	0	2	1	2

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Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Nov 17	Challenge	—	Shanghai	Deal
— 11	Mont Blanc	Chase	Maulmain	Scilly
— 12	Lord Macaulay	Care	Foochow	Off do.
— 12	Falke	Gottsche	Macao, for Falmouth	Do.
— 14	Bosphorus	Hutchinson	Bassein	Queenstown
— 7	E. v. Beaulieu	Erdmann	Rangoon	Bremen
— 10	Verena Collet	Vigoureux	Saigon	Belle Isle
— 14	Weljekjet	Lillia	Rangoon	Falmouth
— 15	Albert	Schroder	Hong Kong	Do.
— 12	Robertus Hendrikus	Mulder	Batavia, for Rottrdm.	Off Scilly
—	Victor	—	Akyab	Queenstown
— 17	Chusan	Roy	Foochow	London
— 17	Dunmail	Thompson	Macao	Falmouth
— 17	Jane Henderson	—	Rangoon	Liverpool
— 16	Madagascar	—	Akyab	Queenstown
— 16	Wild Deer	—	Shanghai	Off Scilly
— 15	Cinco Hermanos	—	Manila	Off Waterford
—	Knight of Snowdon	—	Rangoon, for Liverpl.	Clonakilty
— 15	Julia	Loon	Nagasaki	Brouwershaven
— 18	Oscar I.	Olsen	Maulmain	Falmouth
— 24	Challenger	Browne	Hankow	London
— 17	Glenclune	—	Probolingo	Off Dungeness
— 20	Oscar I.	Olsen	Maulmain, for Clyde	Falmouth
—	Elizabeth	—	Sourabaya	Queenstown
—	Hero	—	Rangoon	Do.
— 17	Ellen	Murphy	Maulmain	Crookhaven
— 22	Douglas Castle	McRitchie	Shanghai	Deal
— 22	Eleanor	Ronaldson	Foochow	Do
— 23	Peter Denny	Adam	Do.	Do.
— 21	Josephine	Jacobs	Akyab	Plymouth
— 21	Johann	Bertin	Java	Falmouth
— 21	Clarendon	Jenkins	Do.	Do.
— 21	Vigilate	Given	Rangoon	Do.
— 21	Annie Comrie	Young	Akyab	Do.
— 22	Aunt Lizzie	Procter	Saigon, for Bremen	Do.
— 23	Portia	Quine	Colombo	London
— 23	Mt. Sturt. Elphinstone	Freebody	Maulmain	Portsmouth
— 23	Summer Cloud	Watson	Rangoon	Cowes
— 23	Windsor Castle	Montgomery	Bassein	Liverpool
— 22	C. C. Horton	Kelly	Maulmain	Shields
— 23	Maria Luck	—	Colombo	London
— 24	Silver Eagle	Case	Foochow	Deal
— 24	Hollinside	Baines	Akyab	Falmouth
— 24	India	Frumerie	Batavia	Do.
— 20	Senator Iken	Schumacher	Rangoon	Bremen
— 25	Toronto	Jarman	Colombo	London
— 26	Earl Dalhousie	Campbell	Shanghai	Do.
— 24	Jane Pardew	McGregor	Bassein	Plymouth
— 25	Claro Barbuyan	Errington	Shanghai	Deal
— 25	City of Aberdeen	Gerrie	Do.	Do.
— 24	Courage	Meyland	Bangkok	Falmouth
— 24	Eliphalet Greeley	Halcrow	Akyab, for Rotterdm.	Do.
— 22	Baron v. Heemstra	Nepperus	Batavia	Brouwershaven
— 23	Astrea	—	Singapore	New York
— 26	Lyra	Clarke	Rangoon	London
— 26	Star of China	Hodge	Shanghai	Do.
— 26	Cathaya	Paterson	Do.	Do.
— 26	New Brunswick	Millbank	Singapore	Do.
— 26	Scawfell	Thomson	Foochow	Do.
— 23	Wallace	Smith	Maulmain, for Nwcstl.	Off Dover
— 23	Neckar	Heidorn	Java, for Amsterdam	Off Dungeness
— 23	Senior	Bakker	Do.	Do.
— 23	Kosmopoliet II.	Bouten	Java	Do.
— 25	Lochleven Castle	—	Singapore	Clyde
— 24	Harmonie	Nielson	Akyab	Queenstown
—	Adelaide	Arcus	Rangoon	Off do.
— 25	Mont Blanc	—	Maulmain, for S'drld.	Portland
— 26	Electric	Rowley	Rangoon	Plymouth
— 24	Patriarch Samhill	Lion	Batavia	Brouwershaven
— 25	Westburn	McMillan	Rangoon	Havre
— 26	Balmoral	Lund	Akyab	Falmouth
— 27	Ida Gertrude	Moargrearean	Padang	New York
— 27	Madalina	Viale	Akyab	Queenstown
— 27	Wm. Mitchell	—	Rangoon	Do.

DEPARTURES.

Date.	Ship.	Captain.	For.	From
—	Almonde	Roovers	Sourabaya	Rotterdam
—	Constance	Schroot	Hong Kong	Do.
Nov 16	Queen of Devon	Gaswell	Singapore	London
— 14	Continental	Hall	Do.	Cardiff
— 13	Nestor	Brandligt	Do.	Penarth
— 13	Everest	Clarke	Shanghai	Liverpool
— 17	Belle of Southesk	Stronach	Singapore	London
—	Maria Elizabeth	v d. Gevel	Sourabaya	Rotterdam
— 14	Pons Ælii	—	Hong Kong	Shields
— 18	Corea	Thorn	Penang	London
— 15	Beautiful Star	Alcock	Trincomalee	Cardiff*
— 10	Karen (?)	Gray	Hong Kong	Penarth
— 11	Maggie	Broche	Singapore	Do.†
— 12	Joseph Holmes	Crocker	Do.	Do.
— 17	Star of India	Chestow	Yokohama	Liverpool
— 17	Conchita	Renteria	Manila	Do.
— 16	Star	Robinson	Ceylon	Cardiff
— 17	Queen of the Ocean	Cerkery (?)	Hong Kong	Do.
—	Electra	—	Batavia	Amsterdam
Oct. 13	Stad Oldenzaal	Hoogtorp	Hong Kong	Bahia*
Nov 20	Taitsing	Blooomfield	Shanghai	London
— 19	Eliza Shaw	Gaze	Yokohama	Do.
— 19	Hanover	Burgess	Singapore	Do.
— 19	Australia	Ertman	Cardiff & Yokohama	Do.
—	Kin-Lin	Whitten	Amoor River	Cronstadt
— 18	Craigie Lea	Cowie	Batavia	Liverpool
— 19	Cestrian	—	Galle	Do.
— 15	Julia	Loon	Nagasaki	Brouwershaven‡
— 4	George Peabody	—	Yokohama	New York
— 20	Selim	Dick	Singapore	Cardiff
— 19	E. Cushing	Colby	Hong Kong	Liverpool
— 20	Falcon	Dunn	Do.	London
— 23	Susan Pardew	Davis	Colombo	Do.
—	Fagel	Smit	Batavia	Amsterdam
— 24	Min	Melville	Shanghai	London

* After repairing. † Not the Migger, as before reported.
‡ Not arrived, as before reported.

DEPARTURES—*Continued.*

Date.	Ship.	Captain.	For.	From.
— 24	Ada	Jones	Tientsin and Chefoo	Do.
— 26	Courier	Osmont	Hong Kong	Do.
— 24	Pilger	Ode	Do.	Penarth
— 25	Alfred	Gronow	Singapore	Liverpool
— 25	Spes and Fides	Olsen	Galle	Do.
—	Brema	Schweitzer	River Amoor	Cronstadt
— 3	Asa Eldridge	Baker	Hong Kong	San Francisco
— 2	Emma	Windsor	Do.	Do.
Oct. 23	J. L. Dimmick	Winchell	Shanghai	Puget Sound, U.S.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—For Nicolajefsk, Amoor River: Dronning Louise. For Tientsin and Chefoo: Farningham For Yokohama: Deerfoot, Hopewell. For Shanghai: St. Andrew's Castle, Gossamer, Argonaut, Golden Spur, Lennox Castle, Whiteadder, Challenge, Wild Deer, Helen Nicholson, Burdwan. For Hong Kong: Mary Nicholson, Albert Victor, Chusan, Carmarthenshire, Douglas Castle, Dunmail. For Manila: Pepita. For Batavia and Sourabaya: Archibald. For Samarang: Athole. For Singapore: Eleanor, Istapa. For Singapore and Bangkok: Indiana. For Penang: Benvenue, Ceylon. For Colombo: Granville, Boyne, Aboyne, Quinteros Shooting Star.

At Liverpool.—For Yokohama: Empress. For Shanghai: Conqueror, Maggie Leslie. For Singapore: Lorton, via Cardiff, Metis. For Manila: Nicolas. For Batavia and Sourabaya: Mary Spencer. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (str.).

At Glasgow.—For Batavia and Sourabaya: Mindin. For Singapore, Hong Kong, Yokohama, and Nagasaki: Ocean Queen (s.s.). For Penang: Salado. For Singapore: Edinburgh Castle. For Ceylon: Helen Finlayson.

SPOKEN.

Maria Adriana, Newcastle to Batavia, Sept. 21, 3 N., 15 W.
Eliesar, Batavia to Falmouth, Sept. 30, 17 S., 3 W.
Nabob, New York to Batavia, Oct. 5, 7 N., 26 W.
Batoe Bassie, Rotterdam to Macassar, Oct. 22, 17 N. 26 W.
Ferdinand Brumm, Cardiff to Hong Kong, Oct. 22, 15 N., 26 W.
Arabella (barque), of Scarborough, Newport to Colombo, Oct. 15, 34 N., 17 W.
Rota (Danish ship), Copenhagen to Batavia, Oct. 21, 13 N., 29 W.
Betty, Falmouth to Sourabaya, Oct. 10, 1 N., 24 W.
Johanna Antonia (Dutch barque), for Batavia, 16 Oct., 10 N., 26 W.
Peeress (barque), Colombo to London, Sept. 11, 24 S., 3 W.
Bristow, London to Singapore, Oct. 9, 3 N., 24 W.
Maiden Queen, Foochow to London, Oct. 6, 24 S., 59 E.
Revenue, Liverpool to China, Oct. 17, 9 S., 36 W.
A. B. Johnstone, Batavia to Amsterdam, Oct. 6, 23 S., 59 E.
Glenallan, Clyde to Shanghai, Oct. 19, 9 N., 25 W.
Blondin, Cardiff to Batavia, Sept. 16, 7 N., 22 W.
Ardanza, Liverpool to Manila, July 9, 34 N., 19 W.
Harzburg (?) (barque), London to Japan, 17 days out, July 18, 14 N., 28 W.
Francis, Cardiff to Colombo, Nov. 9, 45 N., 11 W.
Carradge (? Parejo) (barque), Canton to Rio de Janeiro, 76 days out, Oct. 1, off Cape Seal.
Agincourt (barque). Colombo to London, Oct. 5, off Bull Point.
Sparkling Dew, Colombo to London, Oct. 16, 21 S., 2 W.
Arracan, from Singapore, Oct. 12, 28 S., 8 E.
Alphonse Nelie, Penang to New York, Aug. 12, 2 N., 94 E.
H. D. W. F. (British barque), London to Shanghai, 47 days out, Sept. 22. 25 S., lon. 28.
Hochal (Dutch ship), Rotterdam to Batavia, Oct. 7, 8 N., 26 W.
Kaap Hoorn, Batavia to Amsterdam, Oct. 26, 18 E., 4 W.
Northfleet, Liverpool to Shanghai, Sept. 29, lat. 85 (?), lon. 23.
Portinscale, Liverpool to Japan, Oct. 6, lat. 85 (?), lon. 14.
Maria Louise Antoinette, Batavia to Hamburg, Oct. 15, 24 S., 8 E
Alex. Baring, from Shanghai, Aug. 20, 4 N., 132 E.
Fire Queen, from Foochow, Aug. 21, 2 N., 130 E.
Diana, Batavia to Rotterdam, Oct. 20, 22 S., 1 W.
New Valley (?), Singapore to London, Oct. 17, 19 S., 3 W.
Glentanna (?) (bq.), Canton to Monte Video, Oct. 4, off Cape Agulhas.
Norham, Foochow to London, Oct. 4, 35 S., 19 E.
Ione (ship), Foochow to London, Oct. 12, 21 S., 1 W.
Ernst Marie, Shanghai to London, July 28, lat. 25, lon. 126 E.
Isis, from Foochow, Aug. 26, 1 S., 130 E.
Maria Clotilda, Foochow to London, Sept. 10, 13 S., 107 E.
Agelasal Icobadiarle (?) (North German barque), Macao to Hamburg, Oct. 25, 19 S., 2 W.
Dashwood, Foochow to London, Sept. 13, 35 S., 22 E.
Twee Broeders, Batavia to Rotterdam, Sept. 26.
Eliza (barque), Newport to Shanghai, 24 days out, 8 N., 25 W.
Ango, Bordeaux to Hong Kong, Nov. 4, 9 (?) N., 46 W.
Helimark (?) (ship), from Manila, Oct. 12.
Belvidere, Manila to New York, Sept. 12, 31 S., 38 E.
Noach II., Rotterdam to Batavia, Oct. 6, 8 N., 25 W.
Fanny David, Newport to Colombo, Oct. 23, 13 N., 24 W.
Julie, Padang to Rotterdam, Oct. 19, 20 S., 1 E.
Augusta (Dut. barq.), Amsterdam to Batavia, Oct. 22, 7 S., 31 W.
Channel Queen (barq.), of Guernsey, for Hg. Kg., Oct. 20, 7 N., 20 W.
Joseph Sprott, Shanghai to London, Aug. 17, 2 N., 134 E.
Ernest Maria, Shanghai to London, Aug. 28, 3 S., 128 E.
Favourite, Newport to Singapore, Oct. 31, 5 N., 26 W.
Royal Visitor (ship), for Galle, Nov. 12, 46 N. 12 W.
Ceres, for Hong Kong, Nov. 9, 43 N., 13 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports are dull, arrivals having been numerous; there is but little doing in coal freights from the Northern out ports.

Current rates of freight for vessels on the berth:—To Yokohama: 40s weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or

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meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama, £45. For Shanghai: £45. For Hong Kong: £36. For Singapore: £27. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 5s. For Shanghai: £2 8s. For Hong Kong: £1 17s. 6d. For Manila: £1 15s. For Singapore: £1 7s. For Galle: £1 2s. 6d.

CASUALTIES.

Advices from Rotterdam, dated Nov. 13, state that the Zeelandia, Botesz, from Middelburg to Batavia, with coals, was burnt at sea, Sept. 19.

The Bogota (barque), of Liverpool, Jones, from the Clyde to Penang with a general cargo, was found to be on fire Sept. 11, and was abandoned the next day (the vessel then burning fast), when in sight of Tristan d'Acunha, at which place the crew landed.

The Continental, Hall, which sailed from Cardiff, Nov. 14, for Singapore, has arrived off Queenstown, reported leaky.

The Light of the Age, from Colombo to London, grounded whilst coming up the Thames, Nov. 24, but was got off and taken into dock without apparent damage.

The Australian, Sprague, from Newport to Singapore, put into Lisbon Nov 24, very leaky.

Advices from Rotterdam, dated Nov. 25, states that the Stad Assen, De Boer, from Swatow, which arrived at St. Helena, Sept. 27, had experienced continued bad weather during her voyage, lost sails and damaged rigging.

A telegram from Calcutta, dated Nov. 24, states as follows:—the Sovereign of India, Burrows, from Shanghai to London, ashore on Haitan Island; towed to Foochow; little damage.

MISCELLANEOUS.

At Teneriffe.—Nov. 8, Diomed (ss..), Crompton, from Liverpool, and left for Singapore, China, &c.

At St. Helena.—Oct. 10, Waalstroom, Dryver, from Padang, and sailed for Amsterdam; Dordrecht, Verhoeven, from Batavia, and sailed 20 for Dordt; 20, Abbot Lawrence, Lambert, from Manila, and sailed 21 for Corunna; 21, Jauna, Du Sar, from Batavia, and sailed 22 for Amsterdam; 22, Emma, Hemmet, from Nagasaki, and sailed for New York; Calista, Markham, from Penang, and sailed 23 for London; 23, Angela, Onate, from Manila, and sailed 24 for London; 24, L. I. Enthoven, Gyzeler, from Batavia, and sailed for Schiedam; George Avery, Jack, from Manila, and sailed 26 for Queenstown; 25, Patriot Queen, Southward, from Manila, and sailed for the Channel; 27, Stad Assen, Boer, from Swatow.

Off St. Helena.—Oct. 15, India, from Batavia; 17, Robin Hood, from the Philippines; Europe, from Colombo.

At Table Bay.—Oct. 12, Engel, Appel, from Amsterdam, and sailed for Japan; 17, Theresa, Cooper, from Foochow, and sailed 18 for London.

At Mauritius.—Sept. 28, Polly, Petherick, from Singapore.

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CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS DE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
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STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

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The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

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A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

WHARVES.

SINGAPORE.

NOTICE.

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There is always a large stock of the best English and Welsh coals on the premises, which are supplied to steamers at the lowest market price, and vessels going alongside to take in or discharge coals pay *no* wharfage.

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THE BORNEO COMPANY (LIMITED).

Singapore, April 6, 1868.

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Hong Kong	Chusan	A1 14 yr.	W.I.D.	With des.
Hong Kong	Carmarthenshire	A1 14 yr.	W.I.D.	To follow
Kanagawa...	Hopewell(n.)	A1 13 yr.	W.I.D.	With des.
Tientsin and Cheefoo ...	Eleanor	A1 13 yr.	W.I.D.	With des.

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Do.	H. Nicholson	A1 12 yr.	E.I.D.	To follow
Hong Kong..	M. Nicholson	A1 13 yr.	E.I.D.	With des.
Do.	Kaisow (n.)	A1 16 yr.	E.I.D.	To follow
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Carwar, Mangalre., Calicut, & Cochin. Do. & Cannanore...	Alphington.	A1 12 yr	326	L.D.	Dec. 10

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Last Shipping Day, 28th December.

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To follow the "Benthuther." Last Shipping day Dec. 15, 1868.

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To sail punctually on the 5th of December.

FOR KURRACHEE, the well-known regular trader, DELHI, A1 12 years, 675 tons register, CHRISTOPHER PICKERING, Commander; East India Docks.

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To Sail punctually on the 10th of December.

FOR KURRACHEE, the fast-sailing ship SOUTHERN QUEEN, A1, 790 tons register. East India Docks.

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To sail punctually on the 17th of December.

FOR KURRACHEE, the splendid new ship WILLIAM LINDSAY, AA1, 959 Tons Register, W. GALLOWAY, Commander; East India Docks.

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To Sail punctually on the 24th of December.

FOR KURRACHEE, the fast-sailing Ship GLENCOE, AA1, 746 tons register; JAMES STEWART, Commander, East India Docks.

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Regular line of packet ship. To sail 12th December.

FOR HONG KONG, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert-Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. To sail on December 30.

FOR HONG KONG, the well-known Workington-built clipper, DUNMAIL, A1 14 years, 771 tons register, PETER THOMPSON, Commander; East India Docks.

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To Sail on the 10th of December.

FOR SHANGHAI, the splendid clipper ship GOLDEN SPUR, A1 14 years, 657 tons register; ALEXANDER RONALD, Commander, East India Docks.

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To Sail on January 5.

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IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 299.] LONDON, MONDAY, DEC. 7, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo			
Yedo			
Yokohama			
Nagasaki			
Hakodadi			
CHINA — Peking			
Tien-tsin			
Chefoo	—	—	Oct. 13
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Aug. 28	Oct. 13	Oct. 22
Ningpo	—	—	
Foochow	—	—	Oct. 17
Formosa—Tamsuy			
Amoy	—	—	Oct. 19
Swatow			
Hong Kong	Sept. 18	Oct. 27	Oct. 27
Canton	—	—	Oct. 26
Macao	—	—	Oct. 26
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	—	—	Oct. 24
SIAM — Bangkok			
BORNEO—Labuan	—	—	Oct. 18
Sarawak			
JAVA — Batavia	—	—	Oct.
MALACCA STRAITS— Singapore	—	—	Oct. 29
Penang			

THE MAILS, &c.

The next inward mail is that bringing Hong Kong dates to Nov. 3, and is due here on Monday next, the 14th inst. Telegrams in advance of the following mail (Nov. 17) have been received *via* Galle; *via* Kiachta, Shanghai telegrams extend to the 11th November.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer *Peluse*, arrived at Marseilles Dec. 3.—From Yokohama: Messrs. Gebelin, Reboul, Prevost, Mathon, Biffi, Fondria, Chiapello, Friggeiro, Fossi, Chastan, Bernard, Lesna, Vander Woo, Prato, Ortel, Elziere, Varchalde, Mutti, Pugnio, Dusino, Raffin, Gatinoni, Champetier, Tizard, Culty, Bounet, Michel, Palette, Rieu, Riviere, Madame Vander Poolder. From Shanghai: Messrs. Groth, Martin, Lucus, Flechood, Ball, Clark. From Hong Kong: Messrs. Lothrop, R. Lindaw, Regis, Perite, Moulina, Hermanda, Permet, M. Barantes and family, and five Spanish soldiers. From Saigon: Messrs. Bouchet, Pichez, Gicquel, De Rostany, Duplessis. From Singapore: Messrs. Wigen, Lynen, Eprhen, Klerks, Horen, Hosman. From Batavia: Messrs. Vander Schoer, Martineau, M. and Madame Brugmann and family, and twelve French sailors. From Galle: Mr. Thomson, M. and Madame Rochedieu and family.

PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, Nov. 28.—To Hong Kong: Mr. F. W. Jarrard, Mr. E. Sackerman, and two second-class passengers. To Ceylon: Mr. H. E. C. Grey, Mrs. Dalton, Mr. King, Mr. Wilkin, Colonel Macdonald. To Calcutta: Rev. J. and Mrs. Love. Mr. K. C. and Mrs. Pye, Mr. H. M. Roberts, Mr. G. T. Shallow, Miss F. Sanders, Mr. J. Phillips, Mr. C. W. Robertson, Mrs Moore, Rev. J. and Mrs. Trafford, Miss Robinson, Miss Brice, Mr. W. D. Graham, Ensign D. Cooper, Ensign C. S. Whitehill, Mr. W. Coard, Ensign H. France, Mr. J. E Radcliffe, Mr. Wintle, Mr. H. C. Halket, Mrs. Melville Sandys, and thirty-two second-class passengers. To Madras: Mr. J. W. Jackson, Mrs. Hobbs, Mr. and Mrs. L. S. Moss, Col. Carleton, Mr. G. B. Elliott, and one second-class passenger. To Bombay: Mr. R. Burrough, Mr. C. Mayhew, Mr. A. J. Bodham, Mr. J. F. Stokes, Mrs. Chitty, Dr. Allshorn, and eight second-class passengers.

Per P. and O. steamer *Poonah*, from Marseilles, Dec. 6.—To Singapore: Mrs. Unger, Mrs. C. Younge. To Ceylon: Mr. J. Stephens, Captain Patterson, Mr. and Mrs. R. Morris, Mr. R. B. Tytler. To Akyab: Miss Laurie. To Calcutta: Captain and Mrs. A. E. Campbell and child, Mr. and Mrs. F. Cockburn, three children, and servant, Miss Fullerton, Mrs. Maznchelli, Col. and Mrs. Thuillier, child and servant, Miss Wilson, Major Ogilvie, Mrs Mills and two friends, Mr. and Mrs. Lockie, Mr. and Mrs. E. Fraser, Miss Nicholay, Mr. Snead, Mrs. Wood, Captain Taylor, Mr. C. Simpson, Mr. W. Hailes. To Madras: Lieut. C. L. Highmore, Major and Mrs. Warden, Mr. and Mrs. Davis. Mrs. F. Dawson, Capt. A. Ogilvie, Lieut. and Mrs. Chambers and child, Hon. L. C. Innes, Mr. J. L. Symons. To Bombay: Mr. J. H. Prinsep, Mr. and Mrs. Moir, Miss Moir, Mr. and Mrs. Nicol, Mrs. Young and child, Mr. and Mrs. F. Chapman and servant, Rutton Ling and servant, Mr. Parry, Mr. and Mrs. J. A. Miley, Mr. Ramsay Spence, Mr. and Mrs. F. Cooke, Mr. and Mrs. S. Cooke, Mr. Spinner, Dadabhoi Naoraji, Mr. A. Thompson, Mr. G. Craig.

From Suez.—To Calcutta: Mr. Demetriardi. To Bombay: Mr. C. J. Groom, Mr. E. Stanley, Mr. Westlake, Mr. Bickerdike, Mr. Anderson.

Per P. and O. steamer *Ripon*, from Southampton, Dec. 12.—To Shanghai: Mr. Long To Ceylon: Miss Duncan.

Per P. and O. Steamer *Delta*, from Marseilles, Dec. 20.—To Hong Kong: Captain Roberts. To Ceylon: Mr Faviell, Mr. Wall.

Per P. and O. steamer *Syria*, from Southampton, Dec. 26.—To Hong Kong: Mr. H. Clarke, R.N.

Per P. and O. steamer *Massilia*, from Marseilles, Jan. 3.—To Hong Kong: Mr. F. Leyburn. To Singapore: Mr. C. H. Watkins.

Summary of News from the Far East.

JAPAN.

The French mail delivered this morning brings no later advices from Japan; we reproduce, however, from New York papers, the summary of news brought *via* San Francisco by the last Pacific mail steamer, whose latest date from Yokohama is Oct. 28. As usual, it includes a good deal of "stale news," and some that, although new, is not to be implicitly relied on :—

Yokohama advices state that the Mikado, having attained his majority, has been crowned Emperor of Japan at Kiota, and, the regency having ended, it was expected that he would leave Kiota for Yedo.

On the 21st of October a difficulty occurred in Yokohama between the Dutch officers and the Japanese authorities. The latter were forbidden to transact any business at the Custom-house for Dutch subjects. The matter was finally amicably settled.

Yedo still remains closed to foreigners. It was expected that the opening of the city would not be postponed beyond the 1st of November. The event depended upon the result of the conference pending between the foreign Ministers and the representative of the Mikado. The Custom-house, bonded warehouses, police-offices, and other buildings have been furnished and occupied, awaiting the business that the foreigners are expected to create.

The Japanese Government has effected a loan of over 500,000 dols. from the Oriental Bank Corporation. The security is a lien on the Custom-house receipts.

The Shiogoon has notified the foreign representative that his house has surrendered the government to the Imperial Court. The Emperor will undertake for the future the maintenance of friendly relations with foreign Powers. The Emperor has conferred the title of Daimio upon the Shiogoon, whose yearly income will be 700,000 keo-kus.

Nagati was bombarded on September 15, and taken possession of by the Southern troops. The foreigners in the place succeeded in reaching the steamer *Osaka*, which carried them to Shanghai. The Southern troops have also taken possession of Hakodadi, and forced Namlee, who held the place as a neutral, to retire. A number of persons seized the American steamer *Augusta*, and compelled her to take them to a port in their own territory. The ship *Mikado*, employed in the bombardment of Nagati, had been wrecked, materially weakening the Southern fleet. The Imperial forces had invaded Ridgus' dominions from two directions, and were strongly intrenched before his castle. The reduction of this stronghold would probably result in the general pacification of the North.

YOKOHAMA MARKETS.

Gray shirtings, Dols. 2.40 to 3.16 per piece; white shirtings, Dols. 2.80 to 3.75; cloths, Dols. 1.75 to 2.35. Silk settlements to date, 6,100 bales. Total export, 12,306 bales. Mybash and Sinchu, Dols. 780 to 980 per picul; Pusku, Dols. 730 to 820. Tea settlements, 5,300 piculs the month. Purchases are confined to the American trade, chiefly for New York. Total exports, 9,012,000 lbs. Common to good, Dols. 20 to 25 per picul; medium to good, Dols. 28 to 32; fine to finest, Dols. 38 to 40. Exchange on London, 4s. 7d.; on Paris, 5s. 11d. Freight to New York £3 17s. The North German bark *Iras* is at Kobe, from Hamburg. She is the first vessel direct from Europe to that port.

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CHINA.

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SHANGHAI.

Dates hence are to the 22nd October ; no later advices had been received from home. Our correspondent's letter for this mail appears to have miscarried, but we gather some items of news from the local papers.

The *Evening Courier*, a new and excellent evening paper, gives the following :—

We cannot restrain an expression of surprise at the manner in which Sir Rutherford Alcock permitted himself to be hood-winked by the Chinese in the matter of the despatch from the Tsung-li Yamen to Tseng-kwo-fan relative to the Yangchow difficulty. It was only to be expected that the Government would not do more than recommend the Viceroy to consider the case and settle it in the best manner he could. The forwarding of the despatch through the English Legation was meant to act as a blind, and make it appear that the foreign board was attending to Sir Rutherford Alcock's recommendations. We fail to see why the English Minister should have undertaken to forward a despatch concerning his own affairs without knowing whether or not it was calculated to bring the question at issue to a settlement. By making his subordinates the bearers of such a despatch he only gave the Chinese another opportunity of snubbing them.

We would draw attention to the very excellent and practical notification regarding British subjects of Chinese descent, recently promulgated by Sir Rutherford Alcock. In common with our readers, we have often reflected on the unfairness of allowing men, whom the mere accident of having been born in Hong Kong or Singapore has transformed into British subjects, to compromise our position in China by claiming British protection, after having laid themselves open to punishment for violation of Chinese laws or regulations. They are really Chinese ; it is by a mere quibble that they are British subjects. In thoughts, opinions, principles, customs, and habits, they are Chinese, while, by a lucky chance, over which they have had no control, they are technically on an equality with us. Such persons are now, however, ordered to discard the Chinese costume so long as they shall be resident within Chinese territory, and adopt some other dress whereby they may readily be distinguished from the native population.

The *Evening Express* says that the N.G. brig *Frederick Wilhelmina* has been wrecked about ten miles from Chefoo, while proceeding thither with two hundred of the riflemen on board, who, it is reported, were intended to disperse the miners. All hands were saved, but the vessel is a total wreck.

The same paper also contains some further particulars of the loss of H.M.S. *Rattler*. It says :—"H.M.S. *Rattler* struck on a sunken rock, not laid down on the chart, which is close to Hakodadi. The account of the wreck was brought to Yokohama by the American steamer *Powtuxet*, and H.M.S. *Ocean* was immediately despatched to the scene of the wreck. H.I.M.S. *Dupleix* was going into Yokohama with the crew of the unfortunate vessel as the mail steamer was coming out. We are glad to say that no lives were lost, and shall look forward for the next steamer from Yokohama for further particulars."

The *Recorder* says : Our attention has been called to a fact which is peculiarly interesting at the present time, and may have escaped the memory of many of our readers. Some eighteen months or two years ago, the Taoutai wrote in to Vcte. Brenier de Montmorond, Consul General for France, suggesting that gentlemen going out shooting should wear a badge. It is needless almost to say how emphatically the impudent proposal was rejected, the despatch, we believe, being respectfully returned. The regulation issued by Sir Rutherford Alcock is scarcely more absurd and infinitely more pernicious than the one proposed by the Taoutai, and so effectually quashed by Vcte. Brenier.

The steamer *Miaca* came into collision with a junk whic h lying in the middle of the channel, just off Pootung Point, carrying away her own chain plates and staving in starboard bulwarks, the junk escaping with scarcely any damage. A great many complaints have been made of late respecting the junks anchoring in the fair way both here and at Woosung ; at the latter place at times there is hardly sufficient room for a vessel to pass through them without touching. Perhaps after some serious accident has occurred the authorities will take steps to remove the nuisance.

The powers of the Shanghai opium guild appear to be increasing to a very noticeable extent, if we may judge from a letter, which, we hear, was recently addressed by the Taoutai to H.B.M.'s Consul, concerning a case which was seized in the house of a foreign gentleman who claims the right to sell opium to whom he likes. It seems that a case was seized, we believe, by the runners of the guild, and that an application for its return was made through H.B.M.'s Consul. The Taoutai in reply coolly says that he will let the gentleman in question have the case back if he will state what has become of nine other cases which have been landed without paying the opium guild squeeze ; the object of this being to fasten upon the buyers, and let the guilds do unto them as seemeth to them right. This letter was received by H.B.M.'s Acting Consul, Mr. Forrest, and a copy transmitted to the gentleman interested, without any comment. Things are coming to a pretty pass when the Taoutai writes, and a British official accepts, a despatch such as this. What earthly right the Chinese authorities can have to ask where foreigners send their own goods to it is difficult to conceive.

From the *North China Daily News* we gather the following :—The prospects of the Cheefoo gold-fields are brightening ; a party has lately visited Pingtu and brought back glowing accounts of the wealth of that region. We are informed that Messrs. Lane, Crawford and Co. have on a view a nugget, weighing nearly an ounce, which they have received from Cheefoo.

It has been arranged for the first prize meeting of the Rifle Club for the season to come off on the 29th October. A novelty will be introduced in the shape of pool firing at an iron man ; hits on the heart will take three shares of pool ; hits on any other part of the body or head will take one share—except hits on the arms or legs, which will be fined ; this will create some fun. Arrangements are also being made for a triangular match with the Hong Kong and Yokohama Clubs, on the same terms as that which took place last year between Hong Kong and Shanghai.

We hear that the body of Captain Dunn, of the *Chillingham*, who was drowned a few days ago by the upsetting of a sampan, has been recovered. The ship's sampan-man brought the body back, declaring that he found it in the possession of villagers, who declined to give it up unless he paid them ten dollars. The financial statement may possibly be true, but it is rather questionable.

A European constable was set upon on Monday night last, while on his beat close to Dent's godowns, on the Soochow-creek, by three European ruffians, who came up from behind and knocked him down. He was severely handled, and his watch was stolen from him. The culprits are not yet in custody. The constable, we hear, was in undress, looking after particulars of a similar attack committed on a mate of a ship a night or two previous.

If the statements which have been lately made as to the existence of disease among the cattle in this neighbourhood are true, they furnish an additional reason for the establishment of slaughter-houses. The suppression of a nuisance is not the only motive for such an institution. It is also very desirable to subject to inspection the animals slaughtered. Chinese butchers might, perhaps, at first object to use them ; but a remedy would lie in the hands of foreigners. The police would know whence the several shops drew supplies, and it would be in the interest of everyone to "taboo" those which did not patronise the slaughter-house.

The following, on Mr. Burlinghame's Mission, is also from the *Courier* :—The public must be almost tired with the Burlinghame Mission, but yet we cannot help thinking that the tide of opposition has of late set in with undue violence, and at the risk of the charge of serving our readers on the *toujours perdrix* principle we venture to offer a few suggestions. Mr. Burlinghame has made certain speeches in the States that have displeased his Chinese acquaintances and his English critics. The *Saturday Review*, newly freed from the predominant influence of a strong will and a reliable judgment, has assailed the American Envoy with extraordinary energy of invective. But are not the critics a little premature ? Is Mr. Burlinghame convicted of being merely a member for the Borough of Verbosity ? For our own part we are disposed to suggest two modifying considerations—first, he has lately been addressing audiences whose temper and tastes he knows far better than his Chinese or English critics know them. He is an American, and he speaks to Americans. We may affect to ridicule his style as exaggerated, and to object to the boldness of his figures of speech ; but the reason of this is simply that American taste in oratory differs from ours. It is based on models we have practically discarded, but, nevertheless, models that we still theoretically profess to regard with admiration. Burke and Grattan and Sheridan, addressing a House of Commons used to Mr. Gladstone and Mr. Bright, would unquestionably be accused of bombast. In the British Senate it is no longer the custom to storm with indignation, or to gild with panegyric ; but in the States, even in Congress, a rather inflated tone of speech prevails, and the orations delivered at public dinners and monster meetings are certainly not less gaudy than the orations in Congress. In England, however, we have a standard of taste altogether different from that which prevails in the great republic, to quote Goldthumb in Jerrold's play :—

"Once a parliament speech used to be like a beautiful Court suit : with flowers at the skirts, flowers at the cuffs, and flowers at the pockes holes : now it's a bit of Quaker's drab."

This latter sombre tinge no doubt affects English taste. We dislike showy speeches. We suspect brilliancy of shallowness, and unduly credit dulness with depth. Mr. Burlinghame appeals to a different audience, and suits his arguments and his metaphors to a palate naturally inclined to relish full flavoured dishes.

"Who peppers the highest is surest to please."

These things being so, we must not be too rigorous in our censure of the Chinese Ambassador.

Besides there are other grounds on which his recent action may be defended. He after all only "magnifies his office." He is in the pay of the Chinese Government, and he tries, according to his lights, to earn his money. An impression seems to prevail at home and at the Treaty ports that it was the duty of the Chinese Envoy to abase China in the eyes of foreign nations, and to talk and act as if he were still the representative of a Western Power. We conceive that Mr. Burlinghame's anxiety to be true to his new masters has really entailed on him all this load of censure. He has, we are willing to admit, looking at the question from a European point of view, overacted his part, but he has at least tried to make the best of his client's case, and for this we cannot help regarding him with a certain respect. He has, perhaps, exceeded

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the bounds of good taste, but this, up to the present time, appears to us to be the head and front of his offending.

With regard to the mail service, the *Evening Courier* says :—We are not unreasonable enough to expect that such arrangements could be made by the P. and O. Company and Postmaster-General as would bring the mails to every port on the P. and O. route exactly on the day which would suit the merchants. But it seems strange that at the Eastern terminus the mail should be due on the very day that the outgoing mail is appointed to leave. Of course nothing could be more inconvenient for all classes of the community, and we therefore have a personal interestin suggesting some change. It seems obvious, too, that if the company were to press their steamers a little, so as to anticipate the contract time of arrival at Shanghai by say two days, there would be no need to keep a steamer lying idle in the river for nearly a fortnight. The boat which brought the mail two days before it was due could be discharged and re-loaded in time to leave on the day whereon its arrival was compulsory. Comparing the contract time with the space to be gone over, it will be seen that the company are not required to push their boats beyond nine and a-half knots, while at the same time they have boats to which fourteen knots is a small thing. The advantage to passengers would also be very great. Instead of being reduced to the alternative of living on shore at Point de Galle, Singapore, and Hong Kong, or staying on board to be devoured at night by mosquitoes, and to be looked on as "screws" by fellow passengers, officers, and stewards—a consideration which, we are happy to say, is not so weighty as it was a few years ago—there need be no more delay at each port than is necessary to discharge and take in cargo and mails and to take in coal. This would be a very great boon to the China passengers, who are generally tired of their journey long before they reach their destination. Perhaps, in process of time, when the fact that a passenger to Shanghai pays nearly as much again as a passenger to Bombay penetrates the understanding of the board of directors we shall find that some attention will be bestowed upon the comfort and convenience of those bound China-ward. At present China plays second fiddle to India, so far as the passengers are concerned, and also in the matter of mail arrangements.

We are informed that Captain Bush, of the *Rinaldo*, who was invalided home, grew rapidly better as he approached Hong Kong. There, however, the gallant officer had a relapse, which rendered it necessary for him to carry out his original intention of proceeding to England.

We learn that the Prince of Toza is the purchaser of the British steamer *Undine*, belonging to Messrs. Douglas, Lapraik, and Co., of Hong Kong; the price is somewhere in the neighbourhood of 105,000 dols., or a little over her original cost six years ago.

THE NORTH CHINA INSURANCE COMPANY.

The fifth half-yearly meeting of the North China Insurance Company, 1866-68, was held at the offices of the company on the 16th October. Present—Messrs. Bell (Chairman), Michie, Lavers, Porter, and Smith, directors, and a fair number of shareholders, representing 127 votes.

The Secretary read the minutes of the last shareholders' meeting, held in April, which were very long and somewhat prolix.

The Chairman said he regretted his place was not filled by an abler man, but as the duties were light and pleasant he was glad to occupy his present position. Since last meeting the directors had lost the able and zealous services of their late chairman, Mr. W. J. Bryans. They had also despatched Mr. J. S. Mackintosh, their late secretary, to open the new London Agency on 1st Jan. next, and he (the chairman) thought the company's interest in London would be well cared for.

The report and accounts were taken as read; and it was proposed by Mr. Bell, seconded by Mr. Porter, and carried unanimously, that the report and accounts be passed.

The election of Mr. E. C. Smith to the vacant seat at the board was then confirmed.

The principal resolution of the meeting was then put by Mr. Lavers, with a few words of explanation :—

"That in consideration of the large accumulation of funds in the hands of the company, and in view of the formation of the new company, the directors be empowered to declare a dividend of Tls. 1,000 per share, to be paid to the shareholders as soon as practicable."

This, on being seconded by Mr. Hargreaves, was put from the chair and declared carried.

Mr. Carter wished to inquire whether this resolution was not contrary to the deed of settlement, and the Chairman explained that it was not so, a majority of shareholders having assented.

This concluded the business actually before the meeting.

Mr. Trautmann wished to make some observations respecting the conduct of the new company which was being formed. He had occasion to know that certain rival companies had drawn away a large amount of business from the North China by making larger returns to premium payers. To meet this competition he would suggest for consideration the propriety of distributing the one-third profits, heretofore reserved for shareholders only, among all contributors, whether shareholders or not. This, however, did not find favour with the meeting, and the general impression seemed to be that if any company wished to attract business by offering better terms than others they could always find means of doing so.

HONG KONG.

From this port we have advices to the 27th October. The English mail of September 11 arrived out on the 23rd, and the French mail of September 18 on the 27th of October, the latter bringing London telegrams to October 7.

There is little local news, the Governor's financial statement and the depressed condition of the trade of the colony being the chief topics of conversation. The statement we publish below.

The fact of the English journals having at last exhibited some interest in China affairs is commented on with satisfaction by the local press. The following article is from the *Hong Kong Daily Press* :—

If the Burlinghame folly has nothing else to recommend it, it has so far done us, in China, a favour; it has called the attention of the press and of the public generally to the position and prospects of the British trading communities in China, and to the many important questions that must be discussed and settled at an early date between Great Britain and the Middle Kingdom. It has recalled to the minds of the people at home that there was a war not so very many years ago with China of sufficient importance to produce a Ministerial crisis, and to cause a dissolution of Parliament; a war that cost much money, and was thought at the time to have been rather creditable to the country than otherwise, ending, as it did, with the capture of the Imperial city of Peking, and with a treaty from which great things were expected. It has just been discovered that the time has come for a revision of that treaty, according to the terms of, perhaps, the most important stipulation in it, and that there are a great many things in and out of the treaty that stand in need of being looked into, and adjusted or readjusted as the case may be. Writers for the public press and statesmen have been provoked into looking up the official literature lately published relating to China, and have actually made the discovery that nearly every section of the foreign community in China, has memorialised the Government, complaining of infractions of the treaty rights, supposed in England to have been amply secured long ago, and demanding further privileges where it was hoped there was nothing more to be desired. The China question has again started into prominence, and *The Times* and the *Pall Mall Gazette* have taken up the matter vigorously; it is just possible, because, during the recess of Parliament and the absence of all the world from town, there was nothing else to take up; but, nevertheless, the fact remains, Chinese questions are again attracting some little attention at home, and the leading journals have discussed them. The *China Express* notices the fact, and gives us a reprint of an article from *The Times* on the additional articles negotiated by Burlinghame at Washington, and a summary of a leader in the *Pall Mall Gazette* on the revision of the Treaty of Tientsin generally. *The Times* ridicules the additional articles as anything but an improvement or addition to the treaties negotiated by the Treaty Powers in 1858 and 1860 with the Chinese Government, and seems impressed with the conviction that there is something more in this new treaty than appears on the surface—something hidden beneath the apparently simple wording of its clauses, and that its purpose is to embarrass in the first place, and in the second, to lead up to something not now very clearly perceptible.

"The leading journal takes the articles *seriatim*, and examines them, comparing them with the corresponding clauses in the existing treaties between China and foreign Powers. Nothing is added to the provisions of these treaties save a little ambiguity—nothing that they were not better without. On one point there has been a manifest retrogression, a taking away from the clearest simplicity and force of the original treaty provision, by a limitation, as foolish as it is impertinent. The eighth article of the new treaty is an impertinence and a folly. On only one point do we differ from *The Times*; it mistakes the nature of the first article and the object had in view when it was framed. It is the only one of the articles that seems to us to be capable of defence. It is declaratory of the rights and powers of the Emperor of China on a point on which there had been some difference of opinion and disputes. By the treaties of 1858 and 1860 the Emperor gave up his rightful jurisdiction over foreigners guilty of offences within his dominions, and surrendered his title to enforce against foreigners any portion of the Chinese code. By another article it was agreed that certain portions of land should be set aside at each open port for foreign residents, where they might live apart from the Chinese, and subject to their own laws and under their own officials. The lands so set apart have been called concessions, and questions have arisen, especially with regard to the French concessions, as to the nature and extent of the jurisdiction still retained by the Emperor of China in and over the lands so conceded. He claimed to be the territorial sovereign, with all the rights and powers of a supreme ruler, except those specially ceded by treaty. He held the French to be simply lessees of the land, entitled there, as elsewhere in China, to be governed by their own laws, and judged by their own courts, but entitled to no such further privileges as would bar him of his authority over Chinese subjects within the concession. It was maintained, at one time, in effect, if not in words, that the French concession at Shanghai was as much and as exclusively French as Hong Kong is English. The territorial sovereignty claimed by the Emperor of China included many things not ceded by treaty to the respective Powers. The first of the additional articles is declaratory on the part of America that she holds the Emperor the territorial Sovereign of Hong-kong,

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with all the rights and powers of a sovereign over Chinese territory. The proviso at the end excepts from that plenary Power the right to try and punish American subjects in China, a right specifically yielded up when the first treaties were made. On the part of China there is a stipulation which binds her to preserve, in case of war, territory in fact hers, although out of her possession, from being made a battle-ground for the contending parties. There was a necessity of some sort for some such declaration as that contained in Article 1 of the additional articles, and it is not so very self-contradictory and nugatory as *The Times* pronounces it to be. As to the other articles, the leading journal makes too much of them. They conceal nothing; they can lead to nothing, except, perhaps, a little confusion; they are simply bunkum, and originated in the necessity Burlinghame lay under of appearing to do something for his employers. If they make the Chinese think that something has been effected, will have served their purpose, and may be quietly forgotten and laid by."

His Excellency the Hoppo has posted a proclamation stating that the Commissioner of Customs has conveyed to him the intelligence of the newly-built lighthouse below Whampoa having been pirated by a strong party of ladrones, who, after pillaging a village, made their way to the lighthouse, and carried away with their booty one of the watchmen. His Excellency therefore offers a reward of 100 dols. to any person who may communicate such information as may lead to the discovery of the whereabouts of the pirates. It is further stated in the proclamation that, on its being apprised of the robbery, the Chetoi has directed the military department to render all possible assistance for the apprehension of the pirates.

Signs of improvements at Canton continue to present themselver—one half of the open space of ground at the back of the American Consulate (erst Dent and Co.'s hong) at Honam has been purchased by the well-known carpenter Alin, who is erecting a couple of shops there. A rickety but large tea-store situated at Kum-fa-men has been pulled down by its owner, and four stores of moderate size have been rebuilt instead. The building of the contracted-for rows of shops at the back of *Fakee* hong on the old factory side will be commenced forthwith, whilst such parts of the city and suburbs as have been laid waste by the fire of 1856 and bombardment of 1857 are being gradually rebuilt in a much better manner than before. Commercially, a reference to the tradal statistics cannot fail to convince those of the most sceptical turn of mind of the hopeful condition of the "sick man."

The following despatch from his Excellency Vice-Admiral the Honourable Sir Henry Keppel, K.C.B., Naval Commander-in-Chief, describing the ensign to be carried by war vessels of China, is published for general information by the Colonial Secretary:—

Princess Charlotte, at Hong Kong, *Oct.* 17, 1868.

Sir,—In reply to your Excellency's letter, Number 473, of the 16th October, I have the honour to submit the following extract from the order book on this station, establishing, in pursuance of Admiralty instructions, the ensign to be recognised as indicating a Chinese Government vessel:—

"The Chinese Government having determined that all war vessels of China shall in future carry a dragon ensign in addition to the distinguishing flags already worn by such vessels, the officers in command of Her Majesty's ships on this station are to respect this ensign accordingly, as the Government flag of China, in the same manner as the national flag of other nations.

"The flag will be three-cornered, yellow ground, upon which a dragon will be designed, with the head towards the upper part of the flag, and will vary in dimensions according to the size of the vessel by which it is worn."

I am of opinion that this national flag should be displayed in all Chinese vessels carrying pendants, and in addition a flag to denote the viceroyalty or fleet to which the vessel belongs may be hoisted at the masthead.—I have the honour to be, Sir, your Excellency's most obedient servant, Henry Keppel,

Vice-Admiral and Commander-in-Chief.

HONG KONG FINANCE.

The following is the financial statement of the Colony for the year 1868, prepared by his Excellency Sir Richard Graves MacDonnell:—

1. Last August, when explaining the Estimates for 1868, which I then laid before you, I was obliged to draw your attention to the many temporary and uncertain elements then involved in the calculations affecting the revenue side of the account. In that respect I have the satisfaction of thinking that the revenue estimated for 1869 is one unlikely to be deranged by similar disturbing influences, and that, as ought always to be the case in framing estimates, there is a greater probability of an excess than a deficiency in the amount of revenue estimated.

2. At page 3 of the Detailed Estimates, which I now lay before you, the excess of the colony's assets over its liabilities on the first day of the present year is put down as 25,851 dols., and having gone into the calculations, I think there is little apparent room for error in that item. I may also remark that the surplus intended is such as would have remained on the 1st of last January after payment of all known liabilities, including arrears due for the military contribution. The latter, however, can no longer be counted as part of the colony's liabilities, because all sums due on that account, even to the 30th September of this year, have been already discharged.

3. On the other hand, amongst your assets are necessarily included sums which are practically unavailable, such as a large portion of the subsidiary coins, which cannot be refused at the Treasury, and which, therefore, keep steadily increasing, as the accompanying return explains. From that return you will perceive that on the first day of this month the colony possessed no less than 43,482 dols. in copper and bronze coinage, the greater part of which may be regarded as being at present entirely useless and as an amount which increases almost every week. Occasionally it is decreased by arrangements with contractors for public works, to take a portion of their money in copper, or by a rise in the value of the latter coinage which was lately at par, but it is sure to find its way back to the Treasury whenever it falls below par in the markets of Canton or Hong Kong.

4. It is essential also to bear in mind, that the bronze, or mil coinage, amounts to 17,000 dols., of which there is apparently no prospect of getting rid on any terms. This result is the more unfortunate because those coins have cost a considerable extra outlay from having been coined in England instead of at the Mint of the Colony, whilst the heavy expense attending their manufacture abroad and freight, &c., from a distant country has been proportionately augmented.

5. The available assets of the colony must therefore be diminished by those sums, whilst it must also be remembered that out of what might remain if a creditor and debtor account were to be now balanced, a considerable portion would consist of arrears of rents and taxes, which require time to collect, and part of which it is certain could not be recovered.

6. Thus, although in my Financial Statement of August last year the colony's assets, on the 1st January, 1867, were stated to amount to about 24,000, dols., yet small as that sum was, it would have been a delusion to expect to realise it in any shape.

7. At present the colony, independent of any subsidiary coinage, an item which exceeds 60,000 dols., holds here in cash 190,135 dols., and has also a respectable balance of about 40,000 dols. in the hands of the Crown agents to meet its frequent liabilities in England, a result which, in a mere financial point of view, is highly satisfactory.

8. Perhaps some, who remember the difficulties of the local Treasury in 1866, may hence infer that it is easy by a touch of the helm to turn the vessel of the State, like other vessels, from the breakers on which a slight mistake might so easily place her; yet the effort may be more arduous than appears, there are so many currents which tend to drive her in the direction where she has once been steered. I can vouch that the production of our present financial safety and prosperity required much rigid economy and the strictest supervision, exercised even with severity, over all the departments for the purpose of getting the colony clear of the reef of bankruptcy to which I found her drifting, and which she may be said to have touched. It is, nevertheless, evident that the large balance now in hand is mainly attributable to no economy possible for any Governor, but is principally the result of two new sources of revenue, viz., the Stamp Ordinance and fees from the licensed gaming houses, which this Government established last year in default of any better means of controlling certain dangerous classes of the community.

9. All these causes have so changed the financial position of the Government from that in which I found it on my arrival, that although the liabilities of those days have been discharged, and although in 1869 it is contemplated to raise by rates for police, water, and lighting 34,000 dols. less than the sum estimated for the current year, I am now enabled to lay before you an estimated expenditure exceeding one million of dollars, with every prospect that nevertheless there will remain a surplus of 230,000 dols. on the 31st December, 1869, reduced by unavailable coinage to 170,000 dols., and liable practically to some further diminution if the Supplementary Estimates should obtain a greater development than has been allowed for in the calculations now submitted. That is a contingency always possible, as, for example, it is not improbable that, owing to original defective construction and the sinking of the earth in its neighbourhood, the necessity may arise for rebuilding the Harbour-master's office, which is already in a dangerous state.

10. I last year stated that the possibility of such contingencies occurring proves that this colony, like any other large firm or business, should always retain an easily available surplus, over and above assets in the form of rent and taxes due. Such surplus should not be less than from 100,000 dols. to 130,000 dols., and I must again impress on you that although the Estimates now before you show a surplus probably exceeding the above sum at the end of 1869, even allowing liberally for the demands of the supplementary Estimates, I can regard such result as merely amounting to a return to a sound financial status, such as should never be departed from, especially as amongst the items forming the revenue for 1869, is one which cannot recur, namely, 60,000 for the plant and machinery of the Mint.

11. Hence, although the finances of the colony are at last in a satisfactory state, it cannot now be said that they will not require constant care and vigilance to preserve them in that condition.

12. Before concluding the subject of revenue I call attention to the fact that the fees from the licensed gaming houses are now withdrawn from the heading of unavailable deposits. I lay before you the despatch of the Secretary of State authorising application of that revenue to certain Colonial purposes—and till some means of obtaining equal control over the classes addicted to illegal gaming with all its evil consequences to the community can be devised, it certainly seems wise to use it for the improvement of a force which in a great measure is required to repress irregularities and crime, originating in or fostered by gambling. It is at least wiser to devote it to that or other useful public objects than to throw it into the sea or get rid of it in some more objectionable manner on the plea that no revenue should accrue from such a source.

13. My creed on such matters is a very simple one. I hold that a Government is bound to do as much good and suppress as much evil as it can. I have, therefore, not hesitated to advance straightforward towards that object. I have never been deterred by the secondary consideration that a revenue was unavoidably created thereby, whether

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I liked or disliked that result, nor have I been persuaded by the reasoning, if I may use such a term, of some estimable persons who appear comparatively indifferent to the existence of a public evil, provided their own theory that we should leave sin and vice alone prevails.

14. Such persons, if they pursue their argument to its legitimate conclusion, must be prepared to see our navy and army decimated by a disease which legislation can mitigate, sooner than meddle officially with what they call sin in the one case, or vice in the other, and thus they would leave both to mature and fructify; the pestilence to spread and this city to be infested by illegal gaming haunts frequented by the criminal classes with the usual results to society of such assemblages. Moreover, they seem to apply their theories to all parts of the world and to all populations alike. They would govern the Saxon race of Kent and the Chinese on the same principles, and would think it wrong to meet the exigencies of each separate community with legislation adapted to its local requirements.

15. I need scarcely say that no such policy has been countenanced by this Government. On the contrary, I and my Executive Council have from the first felt it a positive duty to admit the existence of the two evils alluded to, and to frankly acknowledge that we cannot suppress them. We feel, consequently, more especially bound to exert ourselves to obtain a practical control over evils which we have not the power to eradicate, and thereby at least try to alleviate the mischiefs inseparable from each. I am therefore gratified to report that not merely has the new system been successful in closing the old dens of iniquity and substituting for them houses regulated by strict Government surveillance, but also that there is strong reason to infer, contrary to the prophecies not unnaturally indulged in at first, that the system has reacted beneficially on the parties more immediately reached by it.

16. Thus, contrary to general expectation, and far exceeding any hope of my own, you will find from the return which I now lay before you, that the crime which seemed most likely to have increased is that which has most diminished, namely, larceny amongst servants. During the first quarter following the opening of the licensed houses the number of those cases brought before the police magistrates averaged the same as in the preceding three years, viz., about eighty, whereas during the first quarter of this year they had diminished 50 per cent., and during the second quarter 75 per cent.

17. Recently all foreigners have been excluded from the licensed houses, because the argument that licensing a few houses had been found essential to obtain control for police purposes over a vice amongst the Chinese—which after the most vigorous efforts the Executive could not suppress—is not applicable to foreigners, and therefore affords no justification for permitting them to use the licensed houses, because it is not foreigners who constitute the criminal classes of the colony. There is no risk, therefore, of their gambling tendencies leading to the establishment of illegal haunts where burglaries and robberies may be planned by those who meet in such places in defiance of the law.

18. I must add that, although it is true the houses were originally licensed without any intention of encouraging foreigners to go there, I am nevertheless now surprised that it did not sooner occur to me to rid the licensing system of this, its least defensible feature, and it appears strange that no one else, so far as I am aware, made the suggestion earlier.

19. When I had once become convinced of the propriety and saw the possibility of excluding foreigners, I was quite prepared to make the most liberal abatement to the licensees of the fees which they were then paying, viz., 13,000 dols. per month. I would willingly have reduced them to 10,000 or 8,000 dols., or to any other amount which might be proved necessary to compensate them for the loss entailed by the exclusion of foreigners. Just then, however, the close of the first year of the operations of the licensees was approaching, and some disputes unexpectedly arose between them and their agents when settling accounts, which led to the discovery that, so far from losing, as they had endeavoured to prove, they had, through the many reductions which I had made in their fees, been gainers during the past year to an extent beyond the legitimate amount which the exigencies of the system justified. At the same time, offers were made to Government to take up the business by men of equal capital, and one offer based on most excellent security and with the understanding that foreigners were to be excluded, amounted to 240,000 dols. per annum.

20. Nevertheless, the experience acquired by the old licensees, their readiness to expend money in detecting returned convicts and the effective assistance which they had given the police generally, made me unwilling to change them for parties less experienced. The old licensees, therefore, continue the business, but instead of a reduced fee of 10,000 dols. per month they pay a fee of 18,000 dols.

21. Thus one more is added to the numerous list of unexpected and improbable results which the working of the experiment has developed. In fact, my own despatches on the subject are throughout filled with similar reversals of previous calculations, and perhaps I am now about to add one more to the series, when I express the opinion that, if foreigners be excluded, as under any circumstances must be the case, the fee of 18,000 dols. per month will not leave the licensees a sufficient profit to make them as careful as is requisite to retain it by attention to the Government regulations.

22. These explanations, which, moreover, have a special interest of their own, have become necessary, because the Council should know why the license fees for the estimates of the ensuing year are not computed on the basis of so high a figure as they now reach monthly. On the contrary, the estimate for the receipts of 1869 has been left by me at 156,000 dols. per annum, being the amount computed when the calculations were entered into several weeks back. At present the probability is that the amount named will be exceeded; but the uncertainty attending the subject is too great to justify an alteration of the original estimate.

23. Whether I myself, or the Council, or a portion of the community approve or object to the receipt of any income from such a source, the fact that it has, nevertheless, irrepressibly thrust itself into, and may for some time constitute part of your annual revenue till a better system be devised to accomplish equally useful results, entitles the Council to the fullest details connected with it.

24. Such a revenue, therefore, is a necessary item in your financial calculations simply because it exists, and therefore must be dealt with in some way; but it does not follow because you must deal with it, or because it exists, that your object has been to create such a revenue. That is a common misrepresentation of the purpose of myself and my Council, but it can have no logical force until it be shown that our object could be equally well accomplished in some other way unproductive of revenue with which we are acquainted, and which nevertheless we refuse to adopt.

25. It probably answers, however, the purpose of those who use the argument, and who know very well that most people take no trouble to master the tedious details of a complicated question, but as a general rule accept the popular theory that all who adopt a policy which creates a revenue, do so for the sake of that revenue. Such an inference holds good in most cases, because money is the most general object of men's pursuits, but in what way such a theory can be applicable to myself or my Council is not shown. To make the argument conclusive we should be proved interested in drawing a revenue from gambling licences, whereas none of us can have the slightest possible interest in the matter beyond our desire in discharge of a duty to the public to choose the least objectionable evil, whilst personally I prefer to raise by increased taxation whatever additional revenue may be wanted for purposes that cannot be dispensed with.

26. I have only to add, before quitting this subject, that current ideas as to the abstraction of large sums from regular commerce by either losses or gains at the new play houses have little or no real foundation. The probability is that in former times there was quite as much play as at present, whilst whatever be the profits now they are acquired by men of substance engaged in general trade, and are only so much added to their commercial capital. The fees paid at the colony are also destined to aid rather than impede progress, unless they be unwisely expended.

27. The other new branch of revenue, viz., that derived from stamps, has been estimated at 100,000 dols, but I apprehend that the receipts from this source may fall short of even that limited amount. The return which I lay on the table shows that the alteration effected by the recent Ordinance, No. 7, of this year, has hitherto not materially affected receipts from stamps, but the general stagnation of trade has obviously an unfavourable effect on revenue derived from the number and amount of business transactions. As, however, the ordinance appears to work at present with as little inconvenience to the commercial community as can be expected from a law imposing a new tax, I am unwilling to expand its operation so long as the finances of the colony do not require such aid more imperatively than at present.

28. I shall not detain you longer with details affecting the revenue side of the proposed estimates, except by calling attention to a slight diminution in the receipts expected from the harbour department. This arises from the lower scale of fees exacted now under the harbour ordinance of 1866, and not from any expected decrease in the number of vessels frequenting the port. It never has been the desire of Government to make a surplus revenue from that source, and the success of the ordinance in removing from the colony the most dangerous characters, and pirates, permits now some relaxation of the restrictions hitherto maintained over the movements of native craft in the waters of the colony.

29. Turning now to the expenditure side you will find that notwithstanding the efficiency of every department is provided for more effectually in the estimates before you than had ever before been contemplated, there would appear to be a decrease on your estimated expenditure, 828,000 dols. for 1869, as compared with that originally proposed for this year, viz., 894,000 dols.

30. On public works and buildings it is proposed to expend no less than 155,500 dols. as compared with the 65,500 dols. which Her Majesty's Government finally sanctioned for the current year, which latter amount however will probably be exceeded.

31. The expenditure on roads, streets, and bridges, however, is diminished from 105,000 dols. to 69,000 dols., but includes once more 23,000 dols. for the road to the gap, which has already appeared more than once on your Estimates, but never been carried through, owing to want of funds available at the time. A similar observation applies to the proposed reclamation of ground near Bowrington, for which the same vote is proposed as in former years, viz., 10,000 dols.

32. It would, however, be most inconvenient if I were to attempt to explain now every item of expenditure. It is very desirable you should have the fullest explanations on each, but the details could not be compressed within the reasonable limits of an address such as this.

33. I invite attention, however, to some entirely new items, such as that of 15,000 dols. for good conduct pay and special services of the police. Till my efforts to obtain a superior class of European police shall be more successful than hitherto, I object to an indiscriminate raising of the salaries of the different classes, though, as you will perceive, a considerable addition has been made in that way also. I prefer holding out special inducements for learning Chinese and rewards for such services as may exhibit unusual intelligence and activity.

34. The Government has at least learned by the experiment recently instituted that the magnitude of the sums at the disposal of the gamblers would render a contest with them hopeless on the part of the Government for prevention of police corruption by the mere raising of salaries. It would probably only lead with men of that class to the acceptance of bribes in addition to increased salaries. Therefore, the present system, which entirely removes the possibility of such corruption as once prevailed, seems preferable.

35. The item of 7,000 dols. for the Fire Brigade is also new, but will not nearly cover the outlay for that body, because much of the heaviest and most necessary expenditure, such as that for fire engines, will have to be defrayed this year, and must therefore be provided for in the Supplementary Estimates.

36. There is also an item of 40,000 dols. for the expense of construction

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and maintenance during 1869, of a colonial steamer and a steam launch. As you are aware, the duty of visiting the various outstations of the Harbour-master round the island has been hitherto discharged by means of a junk fitted for the purpose. Her want of speed and seaworthiness greatly impaired the effective character of her services, and has been a serious drawback to the working of the coast and harbour ordinances.

37. Above all, there is no doubt that a vessed of that class was very unsuitable to the position of the colony. Her retention, therefore, so long in the service was only justified by the consideration that the duty could not be deferred, but had to be carried out in some way, and as the colony at the time was unable to afford a more suitable vessel, there was no option in the matter. At present this Government can provide a suitable vessel without being guilty of any undue extravagance, whilst the recent movements of foreign cruisers about the island, and the erection of a cordon of Customs' stations round the colony, are additional reasons why a less discreditable vessel should be procured without delay.

38. The expediency of doing so was considered by myself and the Executive Council, and appeared to us sufficiently obvious and urgent to justify me in ordering an appropriate vessel to be constructed. So far there was no probability of there being any difference of opinion; but when at a second meeting of the Executive Council it was urged on me that unless such vessel was fitted with steam engines she would not be suitable to the wants of the colony, I felt that the additional annual cost entailed by the pay and maintenance of an engineer, expenditure of coals, &c., could only be justified by the previous sanction of this Council.

39. Therefore if you agree with the members of the Executive Council, you will pass the vote, whilst, if you differ from them, you can reduce it to such an amount as will leave you with a very desirable but less effective substitute for the vessel which you now possess, and which doubtless none of you wish to retain.

40. Provision has also been made for an assistant superintendent of the gaol, as I cannot but look forward with much anxiety to the consequences of the resignation, or even absence on leave, of the present very efficient superintendent, whilst I am also of opinion, an opinion strengthened by recent occurrences, that, independent of such contingencies, one man cannot suffice for the maintenance and control of the discipline and economy of so extensive and troublesome an establishment. It is scarcely fair to expect it, and probably you will think with me that the public interests require an assistant from Europe of such experience and position as may qualify him hereafter for the duties which, on the whole, are now so ably discharged by Mr. Douglas.

41. An additional master is also needed for the central school, an Institution now fulfilling all the purposes which could reasonably have been expected from it; whilst the daily attendance there is such as renders it altogether hopeless that two European masters can adequately discharge all the duties which they are obliged to undertake.

42. With these observations I leave the Estimates for 1869 in your hands. I am quite aware that the form in which they are drawn up in conformity with instructions of Her Majesty's Treasury is not of a very simple or intelligible nature. On the contrary, I have always observed that the present form leads to very erroneous comments and conclusions; I need not however remind you that it is your privilege, I might almost say your duty, to obtain the fullest explanation on every matter connected with the disposal of the public funds.

BORNEO.

LABUAN.

By the *Royalist*, which arrived here two days ago, we have advices from Labuan to the 18th October, from which it would appear that the little colony is steadily progressing in the course of prosperity inaugurated by the energetic policy of his Excellency Governor Hennessy. The Legislative Session for 1868 was closed by an able speech delivered by the Governor, which we subjoin below, and in which will be found a review of the session, an exposition of the present situation of the affairs of the colony, its resources, revenue, and expenditure, and a confident prediction of its future growth and importance.

The 20th July last was observed, by proclamation of the Governor, as a day of general mourning throughout the colony as a mark of respect to the memory of H.H. the late Sir James Brooke, K.C.B., Rajah of Sarawak, the chief founder and first Governor of Labuan. The Government offices were closed; the flags were half-mast high at the Government flagstaff and on the ships in harbour. At noon twenty-one minute guns were fired, and from twelve to one o'clock all the traders closed their godowns.

In the way of Legislation, five ordinances have been passed during this year which have received the approval of Her Majesty. No. 1 constitutes a Tobacco-tax, No. 2 amends Ordinance No. 3 of 1851, No. 3 establishes a Pawnbrokers'-tax, No. 4 has reference to the Spirit Farm, and amends No. 4 of 1850, and No. 5 institutes a salt-tax

We understand that Mr. Wells, of the Singapore Gas Company, is forwarding a consignment from Rochore to Labuan by the barque *Samson*, which we are sure will be welcomed in that colony. This consignment consists of a quantity of glazed street lamps in iron frames, fitted for either oil or gas, and intended for the town of Victoria and the road leading to Government House. We understand Governor Hennessy has arranged for lighting the town on the principle that his Government will defray the cost of the lamps and lamp-posts, the shopkeepers agreeing to contribute the oil. The local traders have cheerfully accepted these terms; and we also understand that Mr. A. Lumsden contemplates utilising the small coal from Tanjong Kubong by establishing gas-works before long, close to the southern harbour. This intelligence is another illustration in proof of the old adage "that many a true word is spoken in jest;" for it is not three months ago since a facetious correspondent to his paper attempted to make "light" of Governor Hennessy's "squib," implying that the lightning of Labuan was a task which even he could not accomplish. The truth is, Labuan only wanted a man of industry, patience, and determination to enable the colony to participate in the progressive spirit of the age. Even our own town, as our readers may remember, was not lit with gas until May, 1864, when Governor Cavenagh turned the first valve.

We see by the London papers that a fierce controversy has been raging between the Opposition and the Government financiers. Public economy is the order of the day, and the two great parties accuse each other of never practising it. The Liberals say the Tories are wasting the public money, and the Tories retaliate by pointing to the lavish expenditure at the Admiralty under the Duke of Somerset, as exposed by Mr. Seeley. The intelligence from Labuan may perhaps furnish another and a very sound argument on the Government side; for it is now placed beyond all doubt or dispute that Governor Pope Hennessy, a thorough-going Tory, has brought the finances of that hitherto unfortunate colony into something like order. His administration has put a stop to the perpetual drain on the pockets of John Bull, which has been going on in Labuan for the last twenty years, at an average of £4,800 a-year. It is not every man who can save the English Exchequer a heavy annual outlay, and the Tories have every reason to boast that this has now been accomplished by an active member of their party. Whatever Governor Hennessy has done to develop the coal mines and to increase the commerce of his little island, it is this last achievement of his which will associate his name most intimately with the history of Labuan and with colonial policy generally.

STRAITS SETTLEMENTS.

SINGAPORE.

THE OPENING OF THE TANJONG PAGAR DOCK.

(From the *Straits Times*.)

We have seen holidays in Singapore, but never before witnessed a day kept in such gala fashion by all and sundry—Europeans, Chinese, Malays, rich and poor, in fact by the whole of the community—as on the occasion of the opening of the new dock at Tanjong Pagar. We have to congratulate the directors upon the completeness of their arrangements and the very great success and order which characterised their being carried out. Not a hitch occurred—not an unpleasantness took place to mar the gay and festive scene, in which the whole community, from Legislative Councillors downwards, combined to take part. We do not think that such a large assemblage of Europeans and Asiatics ever met before on the island, and, indeed, of the former, accustomed as we are to think of them as forming a very small portion of the community, the turn-out was somewhat amazing as to number, and a convincing proof of how, in spite of depression of trade and dulness of business, the place is increasing in size.

The ceremony itself was a very simple one, and may be very shortly described. At a quarter to eleven o'clock the Governor, Lady Ord, and suite, accompanied by the chairman of the Tanjong Pagar Company, left the harbour on board the *Peiho*, which was closely followed by the other Government steamer, the *Rainbow*. At five minutes past eleven the *Peiho* steamed slowly up to the dock gate, from which the caisson had been removed, and was immediately taken charge of by the dock officials, who placed her safely in her berth at the head of the dock. The *Rainbow* followed, and was moored lower down, and then the caisson was replaced. The size of the dock was clearly brought out by these two steamers being placed in it, and still ample room being visibly left for another vessel at least.

On the west side of the dock a large attap structure had been erected, some 250 feet long by 30 feet broad; seats were provided all along this pavilion, and in the middle a dais or raised platform, covered with red cloth, was placed for the reception of his Excellency and party. The *Peiho* was moored opposite this gorgeous pavilion. At the porch were stationed the directors of the company, Messrs. Adamson, Padday, Joaquim, Whampoa, Kustermann, and Caldbeck. As soon as the *Peiho* was anchored, a bridge, covered with red cloth, was placed, and his Excellency, Lady Ord, and suite landed, and were received with cheers by the assembled company.

His Excellency having landed was conducted, with Lady Ord, to his chair on the dais by the directors. Sir Benson and Lady Maxwell were also provided with seats on the dais.

After the lapse of a short time, to allow the *Rainbow* to come in and the caisson to be replaced, shutting up the dock, his Excellency rose and said:—

He had great pleasure in accepting the invitation of the chairman and directors of the Tanjong Pagar Dock Company to be present at the opening of their new dock. It was an enterprise of which everyone interested in the progress of the settlement and its trade must cordially approve. "Free trade" was much talked of at the present time; it was a question whether "Freedom of trade" would not better express what was meant, but this did not mean to imply that trade was to be left to itself

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Trade was a coy maiden, and required coaxing and encouragement to induce her to settle anywhere and confer her benefits on a people. She would not come for the mere asking or wishing, she required to be made to feel that it was her interest to take such a step. It was with her as with young ladies, who, although their affections might be most deeply engaged, were not insensible to the advantages of a good establishment, a comfortable home, horses and carriages, and frequent trips to England. So trade would never be insensible to those advantages which she considered necessary. Let it, then, be made evident to her that we can offer her greater encouragement, greater facilities than our neighbours, and we shall soon gain her affections and retain them, if we go the right way to work.

To-day a great step has been taken in this direction; the directors of this company have offered and are offering every encouragement to trade to come among us, and are deserving of every acknowledgment for their efforts. He considered the works to be well executed and very creditable. The engineer who designed them and the engineer who built them, the directors who had carried them out, and the shareholders who have found the means, all deserve the greatest praise for the benefits they have conferred upon the colony. It was true that the result of their labours would be to their own interest, but no one supposed for a moment that such works as these were undertaken merely and solely for the public good; such instances of disinterestedness were uncommon; but what they had done was this—they had embarked their capital in the enterprise, and whether it repaid them, which he sincerely hoped it would, or whether it did not, it must serve to benefit the trade of the colony and so indirectly everyone concerned in it.

The new dock, lined throughout with granite, was 450 feet long, by 65 broad, and 20 deep, and was capable of containing merchant vessels of the largest class trading out here, and would take two in at a time. The machine shop was well supplied with tools and steam machinery for the repair of iron vessels. The wharves, already constructed, would allow of some eight or nine vessels being unloaded at a time, the godowns were capable of storing some 8,000 tons of merchandise, whilst the coal-sheds held some 20,000 tons of coal.

These advantages it was plain had been appreciated, as it appeared that during the last year some 230 vessels, one-third of which were steamers, had made use of them.

Such were the main features of this undertaking, and his Excellency was confident they would ensure universal approbation. The Governor concluded by saying:—"I have been requested to state that the directors are desirous that this new dock should be named after our most gracious Queen, and I accordingly declare the 'Victoria Dock' to be now opened, and in the name of the Singapore community I thank those gentlemen whose enterprise has added one more work of such value to the prosperity of the settlement, and I am sure all of you will join me in wishing that every success may attend their efforts, and that they may soon find it necessary to continue their exertions in the same field."

The Hon. T. Scott, chairman of the Tanjong Pagar Company, replied nearly as follows:—

Your Excellency,—

I would beg, on behalf of my co-directors and myself, to return to you our best thanks for your kind and ready courtesy in doing us the honour of presiding, as you have just done, at the ceremony of the opening of our dock.

I would also desire to tender to Lady Ord, to Lady Maxwell, and to those other ladies and friends who have been good enough to come, our thanks for the countenance they have afforded us by their presence here to-day.

The opening of the dock has been looked forward to by us with much longing and eagerness, for it cannot be concealed that the undertaking has been carried on under very considerable difficulties, and has entailed on the directors much anxiety.

Thanks, however, to kind and timely assistance, we have been able to struggle on and to bring the work to the state in which you now see it, and it is with much pleasure that we have found ourselves enabled to ask you to witness the opening of the dock.

Your Excellency has been pleased to speak of the undertaking in flattering terms, and to wish it success. I sincerely trust that our hopes of success may soon be realised, that the directors may be enabled to make some return to the shareholders who have borne the want of dividends with much patience.

I may be permitted to say that the Tanjong Pagar Dock Company is not the offspring of a grasping spirit of monopoly, but was originated to meet what was felt to be a growing want in this settlement, greater accommodation for docking vessels and facilities for landing and shipping cargo.

What your Excellency has just stated as to the number of vessels that have made use of the wharves will, I think, at once show that greater facilities were urgently required, and have been appreciated. I may also mention that we have had stored here at one time as much as (16,000) sixteen thousand tons of coal. The necessity for more docking accommodation is evidenced by the fact that Mr. Buyers' Dock, begun some time after the Tanjong Pagar Dock Company (Limited) was formed, but which has been opened for two years, has, during that time, received about 100 vessels, and that quite recently vessels have had to wait for some time before being able to get into a dock.

The principles on which the Tanjong Pagar Company will be conducted will, I trust, always be good work, fair and honest charges—competition, straightforward, but as keen and energetic as is possible. Let us not be possessed with an envious desire to monopolise everything, but let us endeavour to be on friendly terms with our neighbours; let us not think it a personal injury if we see a vessel going to another dock, or wharf, but let our motto be, "Live and let live."

Again I beg to thank your Excellency, Lady Ord, Lady Maxwell, and all those who have assembled here this day to witness the opening of our enterprise.

After Mr. Scott had finished, Mr. Dana, of Messrs. Hutchinson and Co., proposed three cheers for the Governor, which were heartily given, as were also three cheers for Lady Ord, and this concluded the formal part of the ceremony which inaugurated Victoria Dock. Refreshments, provided on a most liberal scale under the able superintendence of Mr. Emmerson, were then offered and partaken of by the assemblage. Nothing, indeed, seems to have been forgotten for the comfort of the visitors; even the road to the dock had, through the courtesy of the Municipal Commissioners, been well watered from the entrance to Tanjong Pagar-road, in order to lay the dust.

The vessels at the w arves of the company, as well as at those of the Borneo Company, were all gaily decorated with flags, and at the head of the dock there was a tall flagstaff, from the top of which there floated in the breeze the white flag of the company, with its red cross.

Shortly after twelve his Excellency and Lady Ord were escorted to their carriage, and by one o'clock nearly all the ladies had taken their departure. As a natural consequence, the champagne began to flow more freely, and the tongues of some of the guests got loosened. Several speeches, not in the programme, were made, and the healths of the manager and engineer of the dock were proposed and enthusiastically received. By two o'clock nearly everybody had left, and the day was over so far as the public were concerned.

The *Peiho* and *Rainbow* were left in dock, as they require some slight repairs, such as painting, &c. They are the first vessels to enter the dock, and the company do not make any charge for their repairs, in honour of the occasion.

Such is a short sketch of the opening of the Tanjong Pagar Dock. Begun, as the undertaking was, at the time of general delirium and reckless speculation, it speaks volumes for the tenacity of purpose with which it has been persevered with and carried to a successful conclusion in the face of all difficulties, while other similar enterprises collapsed like a pack of cards.

MANILA.—Mr. Ricketts, H.B.M. Consul, writes to the Governor of the Straits Settlements, under date Manila, Sept. 9.:—"Sir,—With reference to my despatch of the 28th August last, relative to the equalisation of the British to the Spanish flag in this colony in the matter of port and navigation dues, it appears that British vessels will not be considered as enjoying the same privilege as Spanish vessels until an official notice of the same has been duly published by order of H.C.M. in the *Madrid Gazette*. As soon as any further information has been received I will not fail to convey the same to your Excellency."

Commercial Report.

The following market information is derived from Messrs. Olyphant and Co.'s Circular, dated 27th October:—

IMPORTS.

SHANGHAI.—Imported goods generally had been exceedingly dull of sale, and in nearly every instance showed a decline from previous quotations. Nothing whatever had been done in American Drills, Jeans, or Sheetings, and prices were nominally even lower for the former than when last quoted; say for Drills, Tls. 4.40 to 4.60, nominal; Jeans, Tls. 3.60 to 3.70, nominal; Sheetings, Tls. 4.20 to 4.30, nominal. British Cottons had also declined; 6½ catty Grey Shirtings being quoted Tls. 2.22 to 2.25 per piece; White Shirtings and T-Cloths nominally unchanged, but rates tending downwards. Very few transactions had occurred in Woollens, although former figures were fairly well maintained. Metals were quiet and unaltered, except Lead, which was more firmly held, as there was a prospect that importations would be again short of requirements for the coming season; we quote L.B., Tls. 5.60 to 5.65 per picul. Coals remained as last advised, dull and in large supply; American Anthracite was quoted, Tls. 12.25 to 12.50, nominal, ex ship.

HONG KONG.—Markets generally had been very quiet since despatch of the last mail. The inquiry for Raw Cotton had lessened very materially, while some considerable additions had been made to stocks, and prices had declined 50 to 75 cents per picul. A few small sales of Nos. 16 to 24 Yarn had been made on slightly easier terms, importers still showing a desire to realise. Nos. 28 to 32 were firmly held. One parcel of best 38 to 42 had been sold at $155 per bale. Grey Shirtings were almost entirely neglected, and quotations were nominal, but a reduction from the last mail's quotations would have had to be made in order to effect sales. T-Cloths had been taken to a limited extent at a decline of a few cents per piece. Dutch and English Drills were wanted, but the former were entirely, and the latter nearly, out of stock. A small sale of 40 yard English was reported at $5.50 per piece. The market was still bare of American Cottons. Woollens generally were a shade firmer. Scarlet Long Ells had been sparingly taken at an advance of 10 cents. Assorted were unchanged. Spanish Stripes not inquired for. Blankets wanted. A few trifling sales of S.S. Assorted Camlets had been made at $16.50. Lastings and Crapes were neglected. Metals were dull of sale. Ordinary brands of Lead were selling at $6.80 to 6.90 per picul.

EXPORTS.

SHANGHAI.—Green Teas: A fair business had continued to be transacted at prices which were generally easier, but did not admit of any change in quotations. Settlements since October 14 amounted to 16,300 half-chests, but arrivals had been extensive, and the stock was nearly 90,000 half-chests, including 12,000 Ping-uey and local packed, but holders showed little disposition to give way materially, notwithstanding the accumulation and the hitherto conservative action of the generality of buyers. Black Teas: Transactions had been of very moderate extent, amounting to 4,400 chests, at some little decline in prices. Stock remained at about 24,000 chests. Raw Silk: There had been a steady business in Silk, and, in the face of unsatisfactory telegrams from home, prices had advanced

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about 10 taels on Tsatlees, and 10 to 15 on Taysaams. Settlements had been from 1,000 to 1,200 bales, leaving in stock from 2,000 to 2,500 bales. Prices in the country continued high, and the market was likely to maintain an upward tendency.

Foochow.—From the 10th to the 17th October the settlements of Tea amounted to about 10,200 chests Congou, at Tls. 8.8 to 20.8 o.b.; 155 ditto Souchong at Tls. 20.8 to 30.8 o.b.; 345 half-chests Oolong at Tls. 27.8 to 29.8 o.b.; and 2,000 boxes scented tea at Tls. 9.05 to 22.8 o.b. A portion of the Congou settlements were made prior to despatch of the mail, but had not then been reported. There was a fairly large supply of tonnage for Australia in port, and colonial buyers were the principal operators, nearly all buyers for the English market refraining from purchasing, owing to the very discouraging advices thence. Holders were less firm, and parcels had been settled here and there at a slight decline, but no general change could be noted. Teamen reported that offers for considerable parcels had been made at a reduction of a tael. The arrivals to the 17th October amounted to 663,273 chests. Stock, 55,200 chests. There was no change in the Oolong market, buyers evincing no anxiety to commence business, and owners none to effect sales. Arrivals to October 17th amounted to 170,221 half-chests. Stock, 89,200. The only departure had been the *Mary* for New Zealand with 209,729 lbs. tea.

Amoy.—A few trifling settlements of Congous had been made at unchanged figures, but in Oolongs nothing had been done. Holders, however, were willing to make some concessions, though not sufficient to induce buyers to operate, and should the latter remain firm, a material reduction would no doubt take place.

Canton.—There was little of interest to report, the markets having continued very quiet. Teas had remained without enquiry, but there was no change in prices, although teamen would more readily dispose of their stocks. Silk, for the moment, was neglected, the business last reported having been so very large. Re-reeled Cumchook was firm at $560. A sale of 400 piculs Cassia at $21.25 to 21.50 was reported, said to be destined for America.

NEW YORK MARKETS.

Tea.—The current quotations are as follows (duty 25 cents per lb. on all teas): Young Hyson cargo, 58c. to 65c.; superior 65c. to 75c.; fine and finest, 78c. to $1.10. Gunpowder and Imperial cargo, 67c. to 72c.; superior, 78c. to 85c.; fine and finest, 92c. to $1.20. Hyson cargo, 58c. to 65c.; inferior, 68c. to 70c.; fine and finest, 75c. to $1.00. Hyson Skin, and Twankay cargo, 52c. to 54c.; superior, 56c. to 58c.; fine, 60c. to 62c.; finest, (none). Ning Yong and Oolong, 45c. to 80c. Congou and Souchong, inferior, 48c. to 50c.; good common, 53c. to 56c.; superior, 60c. to 65c.; fine, 70c. to 78c.; finest 90c. to 95c. Japans fair, 62c. to 63c.; superior, 65c. to 66c.; fine and finest, 68c. to 75c. per lb. Messrs. Westray, Gibbes and Hardcastle offer the following remarks on the the condition of the market:—The latest mail advices from China received are dates from Shanghai to the 16th, Foochow, 13th, Hong Kong, 18th, and Yokohama 23rd September. Since the date of our last circular business has continued very dull for this season of the year, but the Presidential election, and afterwards the close money market have been the means, no doubt, of causing the inactivity. Black Teas: Oolongs have only been inquired for in small lots and of low quality. There is no disposition to take hold of large parcels, except at a concession of two or three cents gold per lb. Uncoloured Japans were dealt in rather extensively at the beginning of the month, two full cargos changing hands, but latterly they have been quite dull, the line demand being almost entirely for low priced teas, but not common. Sales are 27,000 packages. Inquiries exist for low broken leaf and good common Souchongs in bond, but transactions are very moderate for want of stock. Green Teas have continued in moderate request, and the arrivals from England have almost entirely supplied the demand, being disposed of at lower rates than holders of direct importations are willing to accept. Sales, 9,000 packages. The following is from Messrs. Babe and Co.'s Circular, dated Nov. 20:—During the past fortnight transactions in tea have been on a limited scale, 5,568 half-chests Green, and 2,850 half-chests Japan, covering the entire sales from first hand. The only feature of special interest at the moment is the opening of business in new crop greens by the sale this week of 3,508 half-chests, just to hand from San Francisco, being a part of the shipments per Costa Rica, from Shanghai. Prices realised for these goods show an advance upon the opening rates of last season of fully five (5) cents per pound gold. The market for Japans rules dull at a decline of two (2) to three (3) cents per pound on prices current a month since. For Oolongs of old crop there is little or no inquiry, and sales could not be made without a further concession in prices. We note continued receipts, to a moderate extent, of various kinds of Tea from the London markets, and these, with part of the shipments ex Costa Rica, constitute the additions to our supply since our last. The import from 1st January to 6th November was 35,592,500 lbs. against 35,086,300 lbs. during the corresponding period last year; the deliveries were 32,878,400 lbs. against 34,382,000 lbs.; the stock on the 6th November was 11,063,900 lbs. against 10,339,800 lbs.

Silk.—Messrs. Heywood and Co. report as follows:—The market is depressed and dull, after the auction sale of the 12th November. The manufacturers are now fairly stocked, and we anticipate a limited business for the remainder of the year. There is some little inquiry for fine Taysaams and good rereeled Tsatlee. Imports from 1st to 20th November, 170 packages.

QUOTATIONS.

China.			
Tsatlee, No. 1	$9.25	to	$10.50
,, ,, 2			
,, Re-reeled	11.25	to	12.00
Taysaam, No. 1	9.00	to	9.25
,, ,, 2	8.50	to	8.75
,, ,, 3	8.00	to	8.25
,, Re-reeled	9.25	to	10.75
Canton, Re-reeled, No. 1	7.75	to	8.00
,, ,, ,, 2	7.25	to	7.50
,, extra fine	8.25	to	—
Japan.			
Mybash, No. 1	11.50	to	11.75
,, ,, 2			
,, ,, 2-3	11.00	to	11.25
Sodai, No. 1	None.		
,, ,, 2	10.00	to	10.25
Koshu Seié, No. 1	11.00	to	11.25
,, ,, 2	11.50		—
Oshu	None.		
Acchezan, No. 1	None.		
,, ,, 2	8.25	to	8.75
,, ,, 3			

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	—	—	—
Shanghai ,, ,, ...	5s. 11d.	5s. 11¼d.	5s. 11¼d.
Canton ,, ,,	4s. 5¼d.	4s. 6d.	4s. 6d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5d.	4s. 5¼d.	4s. 6d.
Manila ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304 to 306	225
,, Hong Kong	25⅝ dis.	—
Bar silver	111·15	8 prem.
Mexican dollars	76·80	½ prem

Bous, at Yokohama, — per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 4⅛; Old, 26 per cent. premium
Hong Kong Gas Company, 42 dols. per share.
Hong Kong and Whampoa Dock, New, 10; Old, 4 per cent. discount.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 325 dols. premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. discount.

The following is from Messrs. Olyphant and Co.'s Circular:—

Shanghai.—The sterling rate has declined fully a penny, and closes for this mail at 5s. 11¼d. for first-class credits; the discount rate on Hong Kong is also lower, the quotation for 15 days' sight private bills being 25⅝ per cent.

Hong Kong.—Sterling rates have been fairly steady, though somewhat less firm since the receipt of Shanghai advices of a decline of a penny, but there is no private demand whatever, and bankers are indifferent as to buying private paper, and will then purchase none but strictly first-class six months' sight bills at the closing rate of 4s. 6d. The Bank rate has been lowered to 4s. 5¼d. On Bombay and Calcutta, 225 Rs. per $100 at three days' sight. On Shanghai, 74½ at three days' sight Bank, and 76 at thirty days' sight private. Moderate sales on New York, at five months' sight, payable in London, have been made at 4s. 7d.

Shipping Intelligence.

ARRIVALS.

At Shanghai.—From London, Oct. 30, Polmaise; from Liverpool, 31, Banian; Nov. 9, Lammermuir (reported by telegram).

At Hong Kong.—From London, Nov. 15, Mikado (reported by telegram).

At Singapore.—From Liverpool, Oct. 24, Eastern Star; from Amsterdam, 22, Jacoba Cornelia; from Clyde, Malacca (reported by telegram).

DEPARTURES.

From Shanghai.—For London, Oct. 19, Hindostan, Pakwan; 22, Sovereign of India.

From Hong Kong and Canton.—For New York, Oct. 24, Merida, Game Cock.

From Singapore.—From London, Oct. 22, Zenobia; 28, Sree Singapura.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Nov. 30, at Texel, from Sourabaya, Baltimore; Dec. 1, at Hamburg, from Hong Kong, Amoy; Nov. 20, at New York, from Yokohama, Seawfell; from Hong Kong, Carobel; Dec. 3, at London, from Foochow, Evelyn; Nov. 26, at Queenstown, from Akyab, Maddelina Vassalo, not the Maddelina, as before reported; Dec. 4, at London, from Akyab, Balmoral; Nov. 20, at New York, from Singapote, Astræa; Dec. 6, at Downs, from Foochow, Tynedale; from Shanghai, Coral Nymph.

Departures.—Dec. 3, from London, for Cardiff and Shanghai, City of Aberdeen. 2, From Liverpool for Galle, Wave Queen; from Cardiff, for Shanghai, Peter Rohland; for Singapore, Bertha; Burg. v. Middleburg. 1, From Glasgow, for Singapore, Hong Kong, Nagasaki, and Yokohama, Ocean Queen (s.s.); Nov. 4, from San Francisco, for Yokohama, Japan (s.).

Laid On.—At London, for Shanghai, Silver Eagle; for Tientsin and Chefoo, Eleanor; at Liverpool, for Manila, Cinco Hermanos, Dos Hermanos; at Glasgow, for Batavia and Sourabaya, County of Lanark; for Manila and Yloilo, Magallanes; for Penang, Jerfalcon; at New York, for Shanghai, Jeannie, Jewess.

The Juno, 6 guns, 1,462 tons, 400-horse power, Capt. William A. B. Pearse, is undergoing a thorough caulking alongside Portsmouth Dockyard, and preparing generally for another cruise to China and Japan, with a large number of naval supernumeraries for Her Majesty's ships on that station. The Juno just now appears to be the "dark horse" of the navy. Some people describe her as an armed transport, others as a screw corvette simply. In one of the official past navy lists she was described as an armed screw transport. She now stands on the list as a "screw corvette."

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BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HARDY—On the 20th Oct., at Shanghai, the wife of H. W. Hardy, Esq., of a son.
LYALL—On the 28th Nov., at Offham-house, Sussex, Mrs. George Lyall, of a son.
MARSHALL—On the 13th Nov., at South-p'ace, Herne-hill, the wife of Gloster Marshall, of a daughter.
PAGE—On the 19th Nov., at Broxbourne, Herts, the wife of F. M. Page, of a daughter.
VACHER—On the 25th Nov., at Alleyn-house, W. Dulwich, Mrs. W. H. Vacher, of a daughter.

MARRIAGES.

HODGE—LANDELLS.—On the 20th Oct., at Shanghai, by the Rev. C. H. Butcher, M.A., British Consular Chaplain, the Rev. William Bramwell Hodge, of the Wesleyan Mission, Tientsin, to Elizabeth Esther Landells, daughter of Sibett Landells, Esq.
HOLDSWORTH—WHITWORTH.—On the 19th Nov., at Skirbeck Parish Church, by the Rev. R. E. Roy, M.A., rector of Skirbeck, William Henry Holdsworth, Esq., only son of the late Rev. Henry Holdsworth, M.A., rector of Fishtoft, to Annie J. Whitworth, of Boston, Lincolnshire. No cards.
JARDINE—NICHOLSON.—On the 21st Nov., at Woodford Church, by the Rev. J. Clarke, M.A., Joseph Jardine, Esq., of Holmesdale, Crouch-end, Hornsey, to Susanna Eliza, daughter of the late Henry Nicholson, Esq., of Middleton-place, Stoke Newington. No cards.
SOUTAR—CORSAR.—At Keptie-house, Arbroath, on the 17th Nov., by the Rev. Mark Anderson, of Menmuir, brother-in-law of the bride, assisted by the Rev. James Anderson, of Kirkden, brother-in-'aw of the bridegroom, Andrew W. Soutar, merchant, Manchester, to Flora, youngest daughter of the late James Corsar, Esq., merchant and flaxspinner, Arbroath. No cards.
THOMSON—KERR.—On the 11th Nov., at Burscough Church, Lancashire, by the Rev. W. Wannop, vicar, Captain John Thomson, of the ship *Gossamer*, to Barbara, daughter of the late James Kerr, Esq., Comptroller of Customs, Port Glasgow.

DEATHS.

DUNN—On the 14th Oct., drowned at Shanghai, Captain Nicholas Dunn, of the British barque Chillingham.
JOHNSON—On the 1st Dec., at Hounslow, John Brooke Johnson Brooke, formerly Captain of H.M.'s 88th Regiment. Raja Muda, of Sarawak, eldest son of the Rev. Francis Charles Johnson, of White Lackington, Somersetshire, aged 45.
POWER—On the night of the 19th Sept., drowned, at Shanghai, China, by a boat accident, Alexander Bath Le Poer Power, of the Municipal Council of that place, aged 26, eldest son of the Rev. A. Bath Power, of Blackheath.
REES—On the 8th Nov., at Brunswick-terrace, Pendleton, Manchester, of bronchitis, aged 68, Nathanie' Henry Rees, Esq., formerly of Java, Singapore, grandson of Abraham Rees, D.D., F.R.S.
UNDERWOOD—On the 26th Nov., at sea, on board the P. and O. steamship *Poonah*, two days before arrival at Marseilles, Philip Henry Underwood, of Shanghai, China, youngest son of Mr. T. H. Underwood, of Blackpool, Lancashire, aged 39.

THE "ROB ROY" CANOE ON THE SUEZ CANAL.

The plucky owner of the now celebrated *Rob Roy* canoe, having, we suppose, explored all the waters of Europe, has turned his attention to those of Egypt, and in the following ably-written letter addressed to the Editor of *The Times* gives the result of his experiences as far as the Suez Canal is concerned, which will be found highly interesting:—

"The Suez Canal Company have been fourteen years at work upon their gigantic labour, and as they announce positively that the canal will be opened within a year from the present time, perhaps you will allow me to give a brief account of its present appearance, as seen during a very careful examination of the whole line from my canoe.

"The canal is to be 100 miles long, and 100 yards wide (at the water's edge). The depth throughout will be 25 feet in the middle. The direction is nearly north and south, with a few turnings, but no locks or bridges. There will be a slight tidal current along it, but no one can say at what intervals. Already about fifty miles of the cut is filled with salt water, and is traversed daily by numerous small vessels and some steam-launch mailboats, while the countless barges, dredges, and coalboats, all worked by screw propellers, which ply day and night, make a din and bustle in the sandy desert very unromantic indeed but exceedingly interesting to observe.

"Of this fifty miles many parts are not wide enough yet for large vessels, and only a small portion is excavated to the full depth. The remainder of the canal is more or less dug out. While some parts are quite dry, others are put under water to moisten the sand; others have great blastings of rocks, and one long section of twenty miles has to wait until the sea is admitted into the great dry basin of a future lake.

"The sensation of wonder at the prodigious scale of the operations in progress increases day by day as one moves along what seems to be a wide river with villages on the banks and smoky funnels and white sails on the surface. The hydraulic machines, which groan and snort and rattle their chains as they work, are of enormous size; and though each of them seems to be pouring forth a volume of mud, yet the mind finds it hard to believe that all of these together can lift up and throw over the banks enough to make any appreciable progress between yesterday and to-day. The sand dredged from below is either carried out to sea in barges or (further inland) is delivered in a stream from a lofty iron tube, 220 feet long, with its mouth over one bank, or it is hoisted up an iron inclined plane and cast upon the shore, until the heap on each side of the water is fifty feet high. The engines for this purpose are forty in number, and each of them cost £40,000. The expenses at present amount to £200,000 every month, and the work has already absorbed eight millions sterling.

"Port Said is the little town at the north entrance of the canal. It is built of wood, with wide, straight streets, and houses that look like brown paper, and that would burn from end to end in ten minutes. Hotels, *cafés*, shops, and bazaars are crowded by 6,000 people of every nation, but with the Greek and Levantine element largely preponderating.

"The two long piers of the harbour stretch their white arms into the sea, but the area enclosed seems very small and completely exposed to the northerly gales. These piers are made of blocks of sand, cemented with lime, each block being cast separately in a mould, and then carried out to its place in a barge. The magnitude of this part of the work may be faintly estimated when we know that each block weighs ten tons, and that there are 25,000 of them.

"Ismailia is the pretty town half-way along the canal, which here enters the lake Timsah ('crocodile lake'). Here the Arabs and their camels and the jackals of the desert are alongside the steamboats, the whirring lathes and sounding forge-hammers of the company's workshops, the tall poles of the electric telegraph, and the hot rails of the railway, while a cool and sweet draught of Nile water may be had from the fresh-water canal which comes hither all the way from Cairo, and then branches out north and south along the whole extent of the salt-water canal.

"The sweet-water canal is already a blessing to Egypt. It is from thirty to forty feet wide, and boats with all sorts of cargoes are towed through it by men on foot, or sail along gaily if there is a breeze to fill their snowy wings. My canoe excited the greatest delight among all this river population, both when she skimmed over the water with her blue sails, or rested by the bank with her cabin rigged up, and my dinner cooked, and my little reading lamp and mosquito curtains arranged for the night. I managed to sleep thus in the canoe very comfortably, though the nights are cold; and on Lake Timsah a jackal paid me a visit at a very unfashionable hour by moonlight. During one day a violent gale swept across the canal. To look at the Desert was to see a vast yellow picture of men and camels dimly floating in a sea of sand without any horizon. The quantity of sand whisked from the plain and cast into the canal water by a wind like this will be a serious matter to deal with. One ounce of sand per square yard amounts to five hundred tons on the whole canal, and the wind sometimes blows in this way for a month together.

"At Chaloof I found 14,000 men at work. They labour very hard indeed, running up the hill with baskets of sand on their heads. About 1,000 donkeys walk in long lines with neat mat baskets on their backs. In curious and close contrast to these simple carriers the mighty power of steam toils and puffs as it hurls up huge bulks of heavy clay, and it is, perhaps, only in Egypt one could see human and animal power exerted in such competition with steam power. The labourers are sent from all parts of Egypt. They must come, but they are highly paid—from 2f. to 3f. per day. Prices both of labour and of food have risen very much since the canal has been begun, but the supply of fish has rapidly increased. The salt water canal teems with fish—one of them leaped across my canoe a few minutes after I first set sail; and on the fresh-water canal I stopped once to receive a letter from a messenger, and while putting it into my breast-pocket as I sat in the canoe a beautiful little fish sprang from the water into the same pocket with the letter. The spectators were loud in their congratulations at this 'lucky omen,' and I had the fish broiled for dinner. The officers of the *Malabar* troopship were very kind to me; also the captain of the *Feroze*, which is waiting to take Lord Mayo to India. The expedition for the survey of Sinai left here a few days ago, and we expect Dr. Livingstone to arrive next week. The interest felt about this great man is intense. A special correspondent of a well-known American newspaper is waiting in readiness to telegraph all he can gather on the subject to New York.

"At this, the Red Sea end, the works of the canal seem very far behind. The entrance port has all the obstacles of a shallow mouth, soft and shifting sand for bottom, and an irregular tide eddying about in a most puzzling manner. When the passage from the Mediterranean to the Red Sea is opened to the world it is intended to tow vessels through it by a tug working along a chain which lies at the bottom of the canal. Steamers are not to be allowed to use their own paddles or engines for fear of damaging the soft sloping banks of the canal by the 'wash' thus created. The difficulty of towing a vessel of 2,000 tons in this manner when the wind presses her to one side is an objection to the whole scheme, which I have heard no feasible answer to, and as I have been towed in this way for hundreds of miles in my yawl, and was compelled to tow my canoe myself for a whole day on this canal, I cannot help urging this point distinctly, while carefully abstaining from expressing opinions as to the probable return which the outlay on the whole scheme may reasonably expect to receive in the future.

"During the fortnight I have passed on the salt-water canal, the fresh-water canal, and the two lakes, Menzaleh and Timsah, I have been most kindly treated by all the officers of the company and by hundreds of Arabs, Nubians, Greeks, and even Chinese, who always cluster round my little canoe. Sometimes, it is true, I found it advisable to show, among other things, my pistol capped and cocked, but all of us were good-humoured in our intercourse, and the friendship commenced by a pleasant laugh together is, I always find, the best in the end among barbarians of that sort. I have now brought my former dragoman from Syria, and intend to paddle down the Damietta branch of the Nile while he takes my heavy luggage in a boat. Then, having crossed Lake Menzaleh, I shall take the canoe to Damascus, and launch her upon the rivers Abana and Pharpar, which have never had such a thing as a boat on them, and then to the sources of the Jordan and Lake Huleh, where there must be something to discover, before I descend the Jordan into the Lake of Gennesareth.
—Yours, &c.,
"ROB ROY.
"Suez, Nov. 16."

NEW CHARTS.—From the Hydrographic Office of the Admiralty there has just been issued a large thin book entitled "Pilot Charts for the Atlantic Ocean." Four of the charts represent a year, one for each quarter; and in each one the prevalent winds and weather over the North and South Atlantic Oceans are indicated, so that any pilot or captain may ascertain what wind and weather he is likely to fall in with wherever he may happen to be. As the whole surface of the charts is divided into sections like a chess-board, reference to any one is easy, while ample explanation is given in the marginal notes. The engraving is well executed, and presents the subject clearly to the eye. Capt. Richards, the hydrographer under whose care these charts have been published, explains that they are not founded on data so rigorous as those required in charts involving the safety of navigation, and are to be regarded simply as aids to the navigator—but most valuable aids, for they will assist him in carrying his ship across those parts of the ocean concerning which there is at present much diversity of opinion and practice. The fifth chart represents the currents of the whole of the Atlantic, and we are glad to see that this publication is to be followed by a similar series for the Pacific and Indian Oceans. They will be highly interesting to others as well as mariners.

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THE YANGCHOW DIFFICULTY.

(THE TIMES.)

The missionary zeal of our country, coming into collision, as it does, with every religion, every opinion, and every institution in the world, is becoming a fertile source of political embarrassment. Any day we may hear that Her Majesty's representatives at foreign cities or ports, as well as her forces by land or by sea, have been engaged with more or less activity in backing up persons hitherto unknown in undertakings upon which the State has never been consulted, and upon which it must still remain ignorant. A company of missionaries assuming the title of the "Chinese Inland Mission" proposes to plant and establish some denomination of the Christian faith in the interior of China. The attempt has the sanction of all ages and countries in the civilised world, inasmuch as we should never have been what we are but for similar operations many centuries ago. To the principle there can be no objection whatever, nor will any be alleged. But it is quite as easy to disturb and annoy a foreign people, and even to give it just offence, in a good cause as in a bad one; nay, perhaps somewhat easier, as it is notorious that people are less disposed to recognise what may be called the laws of the game and trifling punctilios when they stand, as they think, on the impregnable ground of absolute justice and truth. If persons whose ambition is confined to smuggling prohibited cargoes or cheating the foreign custom-houses have sometimes brought us all into trouble, and engaged us in wars we take no pleasure to think about, much more may these consequences be apprehended when the design is to demolish the ancient faith and overthrow the peculiar institutions of an empire. It stands to reason that the Gospel of peace ought not to be made an occasion of universal war; and when we revert to the early precedents bearing on the question we find that the Apostles and early missionaries certainly did not propagate their faith under the protection of armies and fleets. They did not bring war in their train, and avenge themselves upon unbelieving hearers or ribald persecutors by invoking fire from heaven and destroying their place and their nation. The argument of fire and sword was first imported into polemics by an Arabian fanatic in the seventh century, and in British eyes is now utterly abominable. We all dread the least approach to it, and are carefully searching our laws and customs in order to eradicate every trace of the evil. When, therefore, we read that imposing displays of force are made, heavy guns pointed against quiet inland cities, and severe "ultimatums" addressed to municipal authorities, all on behalf of men whose mission is to preach and pray, we may be excused if we feel rather shocked, and if we venture to say there must be something wrong about it.

These Missionaries, after trying to force their way first in one city, then in another, and finding the people as well as the authorities dead against them, thought they had found an opening in Yangchow, on the Grand Canal, fifteen miles from the great river Yang-tze, and the cluster of popular cities at its mouth. Here they made themselves comfortable with their families, adopted the Chinese dress, and set about the work of conversion. What doctrines they preached, and what they denounced, we are not told, and all that actually appears in the intelligence is the antagonism between the two systems, the native and the foreign. As every man in China is educated upon the ancient system of his country, and every man's place and expectations depend on his proficiency in it, the proficients must feel they have the greatest possible stake in the question. This, in fact, they do feel. They see the overwhelming power of the foreigner in the appeal to arms, in policy, and other matters; and they see nothing but a social catastrophe in the success of his inroads upon the national belief. The foreigner is formidable enough in arts, arms, and trade. What will become of them all if he succeeds in undermining and demolishing, as he must do, that fabric of thought, sentiment, and etiquette upon which, as on the branches of a tree, every man in China has his perch? It was to prevent this consummation that for ages the Chinese have excluded the foreigner. He has done his best to force his way in. Jesuits have tried in vain, or with only a brief success, and with terrible consequences to their converts, as well as to themselves. What we see to-day is only the ancient war. It is stated that the missionaries were followed and beset by a conspiracy of the Literati, or educated men, with the connivance of the authorities, and with the aid of the Tartar soldiers, brought over by the usual means. Curiously horrible calumnies are circulated against the missionaries and their creed. A mob—a mercenary mob, not of the populace—is assembled; and the missionaries are forcibly expelled, with the loss of their house and all their property, and with severe personal injuries. Up to this point the narrative reads not very unlike one of the chapters in the life of the first "Apostle to the Gentiles." What follows is a chapter in the history of the British Empire. It presents us with the intervention of Her Majesty's Consul-General at Shanghai; his abortive visit to the offending Prefect; his progress in Her Majesty's ship *Rinaldo* to the Viceroy at Nankin; the trickery of the Prefect defeated by the promptitude of the British Consul-General; and the negotiation with the Viceroy under the guns of the *Rinaldo*. All this reads as if it were stereotyped. Nor will the rest be very strange to English ears. The guns of the *Rinaldo* obtain the usual full amends in the shape of dismissals, punishments, compensations, humiliations, and a public inscription on stone for all readers for all time. All is settled, and the Church is triumphant. Suddenly the Captain of the *Rinaldo* falls sick, and, instead of taking his passage in one of the steamers plying regularly down the river, chooses to go back in his own ship. The guns once out of sight, everything is changed, and the negotiation is fruitless. Thus far it is evident that at the city first introduced to European notice by Marco Polo the Gospel can only be preached under the guns of the *Rinaldo*.

Besides the fact that both in China and in Japan the Missionaries of our faith have always contributed largely to their own failure by their imprudent conduct and extravagant pretensions, it ought not to be forgotten already, before the close of this present year, that the quarrel of Europe with the Abyssinian Emperor arose out of the political indiscretions of some missionaries. It is idle to proclaim the doctrine of non-intervention, and the right of every nation to manage its own affairs, if we are to be liable to be called in every year to avenge the quarrels of missionaries upon whose character, selection, operations, and discipline the British Government has no check whatever. It can oblige its own servants to observe the rules of common sense and international civility. It can impress upon them that nobody can expect to do with public sanction, or even impunity, in a foreign land what he would not be permitted to do at home. If a Confucian Propagandist presented himself in this metropolis, and began to assail publicly our faith, the Book that contains it, and the men who preach it, he would certainly fare ill, and would not be protected, or even compensated for injuries and losses. Mr. Murphy has had to hold his hand, and we cannot think he would be allowed more license if he chose to carry his operations into France, Germany, or even New York. The substitution of one faith for another is a most delicate operation and the work of time. It is not to be done with hard words, often worse than hard blows. In the great examples that should be always in the mind of every missionary there was a careful adaptation, and even accommodation, to the opinions, the traditions, the religion, and the philosophy of the people addressed. If our correspondent be correctly informed, the English missionaries neglect this rule by needlessly outraging the sentiment which reigns supreme in every soul in China, and is the foundation of their religious and moral system. They worship their ancestors. Is that so shocking? Can it be even proved to be unreasonable? Is it so utterly repugnant to British feelings? Has it no countenance in that mass of endless genealogies so often found lying on an Englishman's Bible? Can any missionary pretend to prove that a Chinaman's remotest ancestor is not now existing, taking part in present affairs, and hearing the prayers of his progeny in the flesh? And, after all, is not such a belief a very fair foundation to proceed upon in paving the way for the Gospel? At all events, it is very hard that the British people are to be forced into a quarrel, as disgraceful as it may prove costly, because persons never heard of before are hoping to convert the Chinese by telling them their ancestors, if they exist at all, are not worth worshipping, and had best be forgotten. This cannot be the way to begin with, and even if the missionaries succeed in rationalising their Chinese disciples up to this sublime conclusion, they will have to turn their attention to their fellow-countrymen at home, who still worship their ancestors, as substantially, perhaps, as the Chinese do.

(DAILY TELEGRAPH.)

It is a thousand pities that our missionaries cannot add the "wisdom of serpents" to the "harmlessness of doves." For want of the double qualification, recommended by Scripture itself, we are as likely as not to have serious trouble in the Shanghai districts of China, and perhaps even another costly war. A set of worthy gentlemen, accredited by pious societies in this country, take advantage of our "treaty rights" to preach the Gospel in the cities of the Celestial Empire. Nothing more excellent or praiseworthy could be imagined, and it ill becomes "finified" critics to jest at such men, who, with their lives in their hands, expound what they hold to be infallible truth to the Oriental peoples. Some of these emissaries, who belong to the "Chinese Inland Mission," had established themselves during the last year or two at Yangchow, a town of importance near Nanking. Yangchow was a very good starting place; for it was there that Marco Polo governed under Kublai Khan six centuries ago, and therefore the spot is somewhat Europeanised by its traditions. But the mission was quickly assailed by those whom its members would very justly describe as "sons of Belial." The Literati, or educated caste, of the Chinese hate and dread the Christian propagandists, who preach against Confucius, and denounce the most cherished doctrines of the established faith of China. Accordingly, with placards in flaming vermilion and green characters, these Celestial graduates and undergraduates have been stirring up the populace against the mission. They have given out that the missionaries are a most destable class of persons. To propitiate public opinion the Christian teachers dress in the costume of the country, and do everything else consistent with their own objects; but they have been accused of kidnapping little children to boil them down for medicine; of feeding habitually on the hearts and livers of human beings; and of turning Chinamen into "foreign devils" by means of magical drugs. Their religion was abused in words which are horrible and impossible to repeat; and, after several menacing demonstrations, the Yangchow mob rose on the 22nd of August last, and fairly stormed the mission-house. The ladies had to throw their children from the back windows and jump out after them. Mr. Reid, the head of the party, lost an eye by the savage violence of the assailants, and was rescued from death, along with his companions, only by the intervention of the official guard. The Chinese authorities shipped the mission off at once to Chinkiang, and the mob proceeded to gut the residence of the members. Having got hold of the Yangchow citizen who let the house to the missionaries, they first imprisoned him and then tortured him in a horrible manner.

Of course, such conduct could not be tolerated, and Her Majesty's Consul at Shanghai, Mr. Medhurst, very properly sent up the *Rinaldo* frigate to Chinkiang, and ran her guns out, while he went on shore under their protection to demand satisfaction. But for the presence of the ship-of-war there would have been another dangerous riot; for the Literati were busily stirring up the Tartars, in order that the Viceroy of the province might be made to think that the people were really uncontrollable in their hatred of the Christian. Mr. Medhurst stopped this move by landing with his marines and blue jackets, and then went on to Yangchow to demand the punishment of the placarders and the release of the unlucky owner of the mission-house. The Yangchow mandarin was terrified, but impracticable; so our Consul resolved to appeal to the Viceroy at Nanking, and hastened thither without waiting for the mandarin. All was going perfectly well; the Governor at Nanking was quite willing to concede the demands of the British Consul, that the instigators of the riot should be punished; that a fine of 2,000 taels should be paid by the town of Yangchow; that the lessee of the house should be at once re

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leased; that the proclamation declaring foreigners to have the right of residing unmolested in the inland towns should be engraved upon stone—the emphatic Chinese way of proclaiming laws—and placed in a conspicuous position. At this promising juncture of affairs, Captain Bush, commanding the *Rinaldo*, was guilty of what seems the most astonishing forgetfulness of duty, by withdrawing his vessel. The excuse is that he was unwell; but it appears that he could have gone back to Shanghai in a steamer; and the British community are therefore not unnaturally incensed at the conduct of the *Rinaldo's* commander. No sooner were the guns of the frigate out of sight than the Viceroy changed his tone; he withdrew his concessions, became insolent instead of polite, and would agree to give no more than Tls. 1,000 as a fine instead of Tls. 2,000; while, although he still consented to issue the notification requested, he refused to have it engraven upon stone. Mr. Medhurst could only withdraw in indignation to Shanghai, to place the matter in the hands of Her Majesty's principal Representative, Sir Rutherford Alcock, who will have trouble enough to restore our damaged prestige. The effect upon the excited populace has already been bad—the paper proclamations of the Viceroy, repeating that the foreigners have the right to live at peace in Yangchow and similar places, have been contemptuously torn down, and a counter notification has been issued by the victorious placarders at that spot and Chinkiang. This document, which is signed by "The Chinese People," protests that any house let to the Christian missionaries will be burned, along with its occupants, and that the lessor will be tortured or roasted to death. So here is a "very pretty quarrel as it stands," and a dismal additional proof that, somehow, the "Gospel of Peace" is constantly made in the hands of its exponents a perfect firebrand of trouble and war.

"But wherein," it will be asked, "are the missionaries to blame for thus unpleasantly disturbing our rapidly extending relations with the Chinese?' We will explain why we think they are very much to blame, and we do so in the interest of their own noble and courageous efforts to enlighten the four hundred millions who follow the precepts of Confucius. The missionaries go utterly wrong in their methods. Of course if they believe that the Gospel must be crammed down the throat of Buddhist or Foh-ite, there is no hope of wiser counsel. But the example of the Great Apostle at Athens is surely the right one to follow. He stood upon Mars-hill, and, taking up the dedication to the "Unknown God" from one of the Greek altars, he met the nameless desire, and wrote the new knowledge in the blank space of their belief. Look at what China is! There are, as we have said, four hundred millions of men, including Coreans, Cochin-Chinese and others who follow the body of morals and doctrines instituted by the immortal Chinese teacher. Are these base morals? Assuredly not. Confucius taught emphatically the deathless life of the spiritual part; he perceived and declared the imperishability alike of matter, force, and individual existence; he proclaimed, under the symbol of Tien, the infinite blue vault of Heaven, a one and only God, omnipotence, omnipresent, and divine. He has saturated China with the most spiritual beliefs, mingled, doubtless, with many corruptions and absurdities. No nation is better convinced that man is immortal than the Chinese. The word "death" never enters into their great master's philosophy. To this day they repeat his beautiful formula, and say that such a one has "returned to his family." Confucius made filial duty and affection a religion for a wonderful swarm of human beings; and in the graceful and elevated custom of the "worship of ancestors," he anticipates one of Comte's few profound verities, and has established, upon the basis of a true philosophical doctrine, the unity of past with present and future, the oneness of humanity under the Common Father. In morals Confucius urged unceasingly the golden law of "doing as we would be done by;" and if his "Ly-King," or "system of conduct" is stiff in its organisation of society, and intensely repressive of national expansion in thought, it is full of admirable rules which have made the Seric population what they are—no barbarians, but a capable and most remarkable portion of our race. Consequently Confucius is a great fact in China, and although emperor and peasant alike burn gilt paper to idols, and offer up superstitious prayers to the "invisible mother of Heaven" and other deities never named by their teacher, all alike recur to him with a pure reverence, and the worship of his name is universal. Now, wise men, introducing the larger and more advanced truths of Christianity into such a country, should build upon the firm foundations which they find. They should boldly and gladly recognise the lofty Koong-foo-tze as one of the many inspired instructors of mankind whom Providence has sent. "To each nation," the Koran says, "Allah has given a prophet in its own tongue;" and the servants of Christ ought to have enough of His spirit to grasp eagerly at the help which is afforded by such truth as a heathen population already possesses. The worthy missionaries have gone about denouncing Confucius, and driving Chinese orthodoxy mad by inveighing against the reverent rites paid to ancestors, and other things which have in them a germ of the most beautiful Christian verity. The Christian teachers might have made, and should have made, friends with the Literati, by praising what was noble in the national creed, and pointing out how the fuller moral doctrines and the brighter faith of Galilee explain and enlarge the best tenets of the sage of Shantung. Not compromising with the really false and evil part of Chinese religious customs, they ought to have done what St. Paul did before the Areopagites, and have begun by saying, "Him, therefore, whom ye ignorantly worship, that God preach I unto you." But the ardour and zeal of these excellent men leave them no room for judgment, and not much for the requisite large learning of such an enterprise. They try for ever to drive the wedge of enlightened belief in by the thick end. What they did in India, where they have for a century fought Brahmanism in vain with the Brahmanical side of Christianity, they repeat in China, where they contend hopelessly against Confucianism with such dogmatism as characterises the least successful methods of Confucius. The result of those well-meaning but helpless efforts will always be failure, and sometimes, as here, serious and annoying Imperial troubles; nor can the sublime faith which the missionaries heroically serve extend its conquests into Asia, until religious truth shall be regarded as no monopoly of any one continent or people, but as a light which shines everywhere, and which needs to be fostered, not rekindled, by those who have the "eyes to see" and the "larger day."

The following letter, signed "M. A.," also appeared in the *Daily Telegraph*:—

To the Editor of the *Daily Telegraph*.

SIR,—In your leading article of to-day on the Yangchow mission disturbance you omit to state the fact that Mr. Reid belongs to the communion of Plymouth Brethren. This appears to be the only mission the members of which have openly assumed the Chinese dress. But for an Englishwoman to assume the Chinese dress, without at the same time assuming the Chinese ladies' habits of seclusion, is specially imprudent, because it exposes her to insult whenever she appears in public. If, then, these missionaries of the Plymouth Brethren, by their singular mode of proceeding, have failed to combine the wisdom of the serpent with the harmlessness of the dove, they alone ought to be blamed. It is unjust to involve in a common condemnation with them the missionaries of other communions, who neither follow nor approve of such a mode of action.—Yours truly, M. A.

Dec. 2.

MR. H. N. LAY ON OUR RELATIONS WITH CHINA.

The Shanghai correspondent of *The Times* having sent home a circumstantial account of the Yang-chow affair, Mr. Lay has addressed to the Editor of the leading journal the following letter on the subject:—

Sir,—The letter of your Correspondent from Shanghai, in your issue of yesterday, upon the posture of affairs in China, is of ominous import, and well calculated to arrest public attention. It reveals a state of things more serious than may appear to the casual reader. It shows that we are drifting into another war, into the causes of which, let us hope, we shall not, as heretofore, begin to make inquiry when we are embarked beyond remedy. "A stitch in time saves nine." This timely warning I would venture to sound. The events which are transpiring strikingly verify the prognostications of an article on the subject of foreign relations with China which appeared in *The Times* of the 11th of September last. The apprehensions there indicated are being confirmed, and unless our course of action at Peking is speedily remodelled, we shall, I apprehend, find ourselves involved in a fresh war.

From the able letter of your correspondent it seems plain that the Chinese Government has set its old Canton policy in motion. Relieved of the Taepings through our aid, it is industriously, though secretly, at work, sowing the seeds of enmity between the foreigner and the people, with the set purpose of rendering the peaceful extension of our intercourse, otherwise certain, hopeless. Precisely what happened at Canton is happening now. Instead of Lin and Yeh, we have Tsang Kwohfon. The *literati* are put forward as a blind, the presumed ignorance of the foreigner of the constitution of the Chinese Government being counted on as enabling it to disavow their acts unchallenged, if and when convenient. But in truth it would be as possible for the half-pay officers of our navy to commission one of Her Majesty's ships for a warlike cruise, without the orders of the Board of Admiralty, as it would be for the *literati* to take action against foreigners without the express authority of their superiors. And in China no person, whether belonging to the official or non-official class, would dare to do aught that would implicate his Government without first seeking its sanction and approval. If he did it would certainly be at the risk of his head. Lying proclamations are now put forth as before. The "boiling of babies" by our missionaries is the cry; the ignorant masses are easily excited; and the savagery which belief in such a report is sure to arouse may be readily understood, and the mischief is that the demon of passion once loosed is not to be laid without bloodshed. The Canton populace, under the misguidance of Governor Yeh, burnt our settlement to the ground, and sowed the ground with salt, and the war of 1856 was protracted till 1860. If we would not see our settlements at the other ports treated after the same fashion, it behoves us to pay some heed to Chinese affairs while there is yet time.

The *China Mail* says:—

"The result of our present policy in China is that on every side we hear of hostility against foreigners at Wu-chang, Kiu-kiang, Formosa, Chefoo, Chin-kiang, and Yang-chow. From every part of China we hear complaints of the Chinese authorities resisting the clearest and most unquestionable claims."

The *North China Herald* of the 14th of October reports that a detachment of Chinese troops had been sent down from Peking to drive away the foreigners from the recently-discovered gold mines at Chefoo—a proof—the treaty violation which the act carries aside—of the real spirit by which the Chinese mandarins are animated. Are we to cast to the winds all past experience, and suffer an ignorant and ill-advised Government, to which we have rendered such substantial service, and which is dependent for its existence upon the assistance we are at this very moment rendering in the collection of its Customs revenue, to involve us in a disastrous conflict with its people? This is the question we have now to meet.

That the movement we see in progress in the different parts of China emanates from the Court of Peking, without whose bidding no provincial governor can move hand or foot, I unhesitatingly aver as my solemn conviction. The present disturbances are fomented under the mistaken idea that they will further its endeavours to render nugatory the important clauses of the Treaty of Tienstin, in virtue of which we are entitled, after ten years' patient waiting, to access to the interior of the empire. The slightest recession from the terms of that compact at this juncture would be the most fatal mistake in the real interest of the Chinese Government, and of the Chinese people, and of the commercial and manufacturing interests of Great Britain.—Yours faithfully,

Dec. 2. H. N. LAY.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, MONDAY, DEC. 7, 1868.

THE CHINA MISSION.

WE have nothing more to report at present as to the doings of the China Mission. The expectation that its work here would be completed in time for a migration to Paris before the close of the year can of course be no longer entertained, the sudden collapse of Mr. DISRAELI'S Ministry having necessarily postponed the resumption of negotiations until Mr. GLADSTONE'S Cabinet is formed, and a new Foreign Secretary fairly installed in office. Whatever may be said against the out-going Government, it will be difficult to find among the ranks of the Liberal party a Foreign Secretary who possesses the admirable qualifications of Lord STANLEY—especially that frank, manly, straightforward honesty which, coupled with his undoubted determination of character, has completely routed many of our old-fashioned ideas as to the value of that shifty, dodging, deceitful science called diplomacy. Lord STANLEY would have promptly distinguished the wheat from the chaff in any propositions made to him on behalf of China, and would—as promptly—have rejected the latter. But we still hear to our sorrow rumours that Lord RUSSELL—that "meddle and muddle" official who has dragged England through so much diplomatic dirt—is to have a seat in the new Cabinet, although without office; and if the new Foreign Secretary—Lord CLARENDON seems to be fixed on for the post—is to be prompted by his lordship, we may expect a wretched exhibition of weakness; an alternation, probably, of bluster and timidity that will land us at last in another disastrous China war. If at any period of our intercourse with China the greatest degree of firmness was requisite to hold our own, and make good our position against planned and premeditated encroachments, it is requisite now. To the already numerous points arising out of the question of treaty revision that has been so long pending, there are the comparatively new ones of mining enterprise, roads and railways to facilitate it, telegraphs, and now what is becoming known as "the Yangchow complication," which revives in a dangerous form what has always been one of the most serious elements of trouble in the relations between China and Christian countries. To us it appears that by far the most satisfactory course would be to decline treating with the Chinese Government on these matters, except on the spot where our treaty was signed, and whence the present difficulties have emanated; and, since it is generally understood that Sir RUTHERFORD ALCOCK'S term is drawing to a close, to terminate it at once, and replace him by Sir HARRY PARKES, whose mission to Japan has been by no means a brilliant success, but who would be much more at home at Peking, where the firmness of character he formerly exhibited has gained him no little respect among the Chinese. There is too much reason to fear that any new treaty or convention hastily concluded with Mr. BURLINGHAME in London by a Foreign Minister new to his office, and inspired by Earl RUSSELL'S old-world notions, would be a lamentable failure.

THE *Correspondance Italienne* (a well-informed journal) announces that the Italian Minister for Foreign Affairs has received satisfactory communications relating to certain projected arrangements between Italy and the other Powers for guaranteeing the most rapid transmission possible for the English mails for the East *via* Brindisi.

THE Republican movement in Spain has very nearly resulted in a Spanish Minister of no very reputable antecedents being accredited to the Court of Peking. One Senor EDUARDO CHAO, a Democratic patriot, was by the Revolutionary Junta appointed to the general direction of the telegraphs of the kingdom, and the appointment was confirmed by the Provisional Government. But soon after some private official telegrams, exclusively intended for the Government, found their way into the Republican journal *La Diffusion*. As guilty of a glaring breach of trust, the director might have considered himself as very leniently punished by an instant dismissal, but the Government, however, offered to break his fall by sending him out as Minister to China! Senor CHAO, however, had no fancy for so distant a mission. "He might have to resign his post," he said, "but he would accept no compensation." On reflection he seems to have reconsidered this highly patriotic resolve, for he has since been gazetted to a lucrative sinecure in the Foreign-office. The most curious feature in the affair is the quiet way in which the Provisional Government assumed that dishonesty practised in a position of trust at home was the best qualification for one of even greater importance abroad! Perhaps the gentleman's name—which certainly has something of a Chinese sound with it—suggested the idea.

WITH reference to the hundred and fifty gold medals awarded by the Imperial Government to the officers of the Ever-Victorious Army, we understand that only thirty-five of them have been received by Colonel GORDON, a large number having been distributed by Mr. HART in China. Official application for permission to wear the decoration has already been made on behalf of those recipients who are British subjects, but has been refused by Her Majesty's Government, in accordance with the precedent already established in the case of the Spanish Legion. We regret to hear that Colonel GORDON experiences difficulty in ascertaining the whereabouts of several of the gentlemen entitled to the medal. The following have not yet received it:—Colonels MURANT and CHAPMAN, Captain DAVIDSON(*Hyson*), and Captains MANSFIELD, DUNN, REARDON, MACGUINNESS, GANGHAM, ESCOTT, SEARLE, MANSON, BUTTLE, MARTIN, and WILLIAMS.

THE directors of the P. and O. Company have issued their annual report, an abstract of which will be found in another place. Its most noteworthy feature is the complete justification it affords of the attitude assumed by the company in its late negotiations regarding the new mail contract; according to which, when the profits of the company are insufficient for a dividend of six per cent., the Government is liable for a contribution thereto not exceeding the sum of £100,000, in addition to the contract sum. The dividend for the present year is six per cent., but the directors have had to claim the Government contribution to make it up. The prospects of the company, however, are clearly improving, and a better result may be expected in the ensuing year.

IT will be remembered that in the early part of this year the Committee of the Social Science Association addressed to the SECRETARY of STATE for the COLONIES a remonstrance against the recognition of public gaming by the Governments of Hong Kong and Heligoland. That part of the remonstrance having reference to Hong Kong is fully answered, and most of its assumptions clearly refuted, in a despatch received by the Committee from Mr. GARDINER AUSTIN by last mail. As this does not appear to have been published in China up to the date of our last advices, we reproduce it entire, having been favoured with a copy of it.

WE regret that in our last issue, although a brief notice was given of the opening of the Tanjong Pagar Dock at Singapore, we were compelled by want of space to postpone any detailed account of the ceremonial with which that important event was celebrated. This omission we are now able to rectify, and in another part of our paper will be found a full account of the proceedings. Home readers need not wonder at the enthusiasm displayed, for the importance of the work, not only to the company that has successfully carried it out, but to the port whose prosperity it must largely increase, can hardly be over-rated. To wish the company success is almost superfluous—an earthquake is almost the only thing now that could deprive them of it.

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SIR RICHARD MACDONNELL'S REPLY TO THE SOCIAL SCIENCE ASSOCIATION'S MEMORIAL ON THE GAMBLING QUESTION.

The following is the text of the despatch of the Colonial Secretary to the Secretary of the Social Science Association, to which we refer in another column :—

COLONIAL SECRETARY'S OFFICE, HONG KONG, Oct. 20, 1868.

SIR,—1. The attention of his Excellency Sir Richard Graves MacDonnell has been recently called to a memorial addressed by the Standing Committee of the Social Science Association to his Grace the Secretary of State for the Colonies praying that an immediate stop should be put to the system adopted here of permitting gambling in certain houses licensed by Government and subject to police surveillance.

2. In paragraph 5 of that memorial the following passage occurs :—"Since the summer of 1866, when the first Ordinance was passed, the farm had been created by the local authorities, put up by them to sale, and granted to the highest bidder."

3. That assertion is not merely incorrect, but is even totally opposed to all the details fully given in a series of despatches which must have been at the time before the committee, because they allude to and quote from them. The Governor, therefore, is persuaded that the committee will at once ensure to this contradiction as wide a publicity as to the original misstatement.

4. It is true that the mischief caused by circulating an incorrect version of actual facts, especially when so framed as to support the argument of those who use such a weapon, seldom admits of any adequate reparation. No acknowledgment of such wrongful proceeding, particularly, as must be the case here, when not extracted till months subsequently, and, perhaps after close of the discussion affected thereby, can undo the mischief which it may have caused. Nevertheless, the right of the party misrepresented to require even that inadequate reparation is indisputable.

5. In the present case it must be conceded that this Government has been most completely misrepresented on the very point as to which it was easiest and most unfair to excite popular prejudice. To speak of this Government as selling the licences in question to the "highest bidder," is to imply that it was animated by a sordid motive of greed.

6. Such a statement is a very extraordinary misrepresentation of facts recorded in documents to which the committee refer and had access. All Sir Richard Graves MacDonnell's despatches in connection with the subject to the end of last April were before the committee, having been presented to the House of Lords last June.

7. It would be idle to repeat here the various details given in those despatches as to the anxiety of this Government to deal with a great public evil without reference to the question of revenue. The committee can refer to them, if they wish, but I am instructed to beg their special attention to paragraph 6 in Sir Richard Graves MacDonnell's despatch (No. 439) of the 30th of last January as follows :—

"Your Grace, however, is sufficiently aware that this Government has not been swayed by any desire of gain. On the contrary, I have never written a despatch in which I have not regretted that a policy justified by necessity should be encumbered with any pecuniary gain, because the latter affords to opponents of that policy an opportunity to impute to myself and my council motives the reverse of those by which we are animated. If mere addition of revenue had been our object, I should not have accepted 252,000 dols. as the annual licence fee instead of upwards of 360,000 dols., which was actually offered, nor would I have gradually reduced the original 260,000 dols. to 204,000 dols., at which it stands during the present month."

8. The above plain statement completely disproves the assertion of the committee that, since 1866, the licences "had been put up to sale and granted to the highest bidder;" and I am now further instructed to add that not merely had 360,000 dols. been declined, but that by consecutive reductions the licence fees had been lowered till a few weeks back they reached only 156,000 dols.

9. Even that reduction was less than his Excellency had hoped to effect, for as more fully explained in his recent financial statement to the Legislative Council, an extract from which is appended hereto, he was prepared (Par. 19) to make any reduction necessary to compensate the licensees for excluding all but Chinese from the play houses—a reform now most effectually carried out.

10. Reasons alluded to in the accompanying appendix,* and more fully explained in the Governor's communications to the Secretary of State, have produced for the moment the unexpected result of an increase of licence fees just as the frequenters of the licensed houses were diminished.

11. It is perhaps superfluous now to accumulate further evidence of the inaccuracy into which the Social Science Committee have fallen as to a matter of fact, when they represented this Government as selling the licence monopoly to "the highest bidder." The Governor, however, wishes to record at the same time his conviction of the excellent objects of the committee and of the general body which they represent. He attributes to them nothing more than an inadvertent although an indefensible mistake. It is, however, unfortunate that it occurred in reference to the very point on which it was most important that there should be no misrepresentation; and it cannot be doubted that this will be a source of regret to the committee, especially when they learn that at the very last meeting of the Legislative Council (*vide* Appendix, page 8) his Excellency distinctly refused to accept the suggestion of a leading unofficial member of that body and use the licence fees for the purpose of diminishing the local taxation of the colony.

12. The personal feelings and sympathies of his Excellency are entirely with the committee, and had he never visited China, nor been compelled by his duty to this community to deal on the spot with the unquestioned and real evils arising from the inordinate love of gambling of the native population here, and the absolute necessity for permitting, under regulated and comparatively safe conditions, a vent for a vice whose existence under worst conditions would have been the only result of Government inaction, it is very probable that, as a member of the Social Science Association, he might have subscribed, and applauded himself for subscribing a remonstrance of the kind addressed by the committee to the Secretary of State.

13. It is also quite possible under such circumstances that, like the committee, he might have regarded the policy pursued at Heligoland, Baden, and here, as identical. Gambling, he might have reflected, is permitted at all those places, a revenue results therefrom in each. Such a policy is indispensable at Baden and Heligoland, where unnecessarily and for the sake of money it encourages a vice which might otherwise die out or at least decline. Therefore he might perhaps have argued it is equally indefensible at Hong Kong. Nevertheless, no one here would pretend that there is the remotest chance of the vice of gambling being diminished by the suppression of the licensed houses, as would be the case at Baden. It would simply become indefinitely more extended than now. If it were not legalised so completely as to require no police interference, however little, there would inevitably be police corruption and consequent insecurity to the community. Unless, therefore, it be contended that similar consequences would follow the abolition of the monopoly at Heligoland there is no parallel between the two cases.

14. Again, only natives, who are practically beyond the reach of Government in such a matter, are here allowed to enter the licensed houses, and unless it be shown that Europeans are similarly excluded at Heligoland, and that gaming is only permitted there to an overwhelming majority of Orientals, or strangers coming and going in numbers exceeding 600,000 every year, and that is only allowed because they cannot otherwise be efficiently reached by the police no parallel is established between that place and Hong Kong.

15. Finally, to complete such parallel, it would be further necessary to show that the authorities at Heligoland had been exerting themselves as here from the first to keep down any revenue accruing from the licences beyond the amount necessary to work the system as a strictly police measure, a motive which it is not pretended to adduce in favour of licensing gaming in Europe.

16. It may therefore be as well to speak frankly, and declare at once that the only argument in the memorial of the committee which seems to his Excellency deserving notice is their suggestion (par. 9) that the authorities here have not as yet so exhausted the direct means at their disposal for the suppression of gambling as to justify a departure from the general principles of penal jurisprudence elsewhere. In illustration of this the committee state that the Chinese laws and the local ordinances against gambling had never been fairly put in execution, and especially that the Ordinance for improving the Chinese law of the tithings, hundreds, and frank pledges, which in China had always been found quite sufficient for the entire suppression of the practice, had never been put in force at all.

17. It is difficult to imagine where the committee got their information as to the entire suppression of gambling in Chinese cities by laws establishing tithings and hundreds, &c. Gambling has been now and then stopped in a particular place for a short time by high officials, who were guided sometimes by upright and sometimes by corrupt motives, such as that of raising the toll on an illegal luxury. This, however, has been done by extreme severity, such as razing houses to the ground, and torturing the landlords, measures to which, it is true, this Government has never yet restored. It is, however, totally without foundation to assert that gaming does not prevail most extensively and publicly in every city of the Empire, although nominally the law forbids it. This subject, however, has been sufficiently alluded to in the Governor's despatch of the 30th January last (paragraphs 3, 4 and 5), which the committee had before them when advancing the above extraordinary assertion.

18. At this moment the police system inaugurated by his Excellency amongst the Chinese—an institution quite apart from that of the colony—is working admirably, but the last thing which a resident here could dream of would be the handing over to any Chinese, whether in tithings, hundreds, or otherwise than as parties directly and openly interested therein like the licensees, the slightest control over their gambling brethren. The committee little know what a door they proposed to open to the vilest corruption and chicanery when they suggested the controlling of gambling at Hong Kong by Chinese tithings and Frank pledges.

19. His Excellency is unable to follow the reasoning of the committee in the other portions of par. 9 of their Memorial, because he can only state as the general result of the most determined efforts on the part of himself and all his subordinates that, whatever might have been the varying nature of his expectations from time to time, he has long been convinced of the impossibility of putting down gambling by any police which it is possible to procure here, or even with the best police in the world, if they could be procured, and were stationed six months here.

20. Sooner than recur to the infamous past his Excellency would prefer legalising gambling of all descriptions in the colony, which is the only alternative that he thinks practicable, but he has steadily declined to bear a part voluntarily in continuing the sham which the committee unwillingly recommend.

21. It is easy for the latter to say that the honest policy now followed detracts from "the free and noble institutions of the colony, which were one day to stand as a model to work the regeneration of the Chinese Empire." Do the committee seriously think that the shrewd natives of China respected this Government a whit more, either for its intelligence or its efficiency, when the laws of the colony merely rendered an irrepressible vice more dangerous and odious, whilst it brought to light the venality of the paid guardians of the law? Or do the committee recommend that public men, instead of seeking to effect the greatest amount of good and shape their policy by what is itself right and practically most beneficial, should rather aim at a style of *ad captandum* legislation, tinselled and varnished to catch the applause of vapid declaimers, but

* The appendix alluded to consists of paragraphs 12 to 22 of the Governor's Financial Statement for 1869.

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ill fitted to win the approval of earnest men, thoroughly understanding the question, and filled with a conscientious sense of their responsibility?

22. His Excellency has not the slightest doubt that this Government is really more respected now, especially since none but Chinese have been permitted to enter the licensed houses. The natives knew long ago that the Government was unable to suppress illegal gaming haunts. They know now that the Government is honest enough to confess it. They also know that crime in the colony is reduced more than a third, whilst larceny amongst servants, a crime generally traceable to gaming losses, is seventy-five per cent. less than it had been before the licences were issued.

23. The Governor further denies the existence of that "great scandal and discontent" at the Government policy, which the committee assert to prevail "here and on the coast of China." That policy was inaugurated with the unanimous approval of the Executive and Legislative Councils. It has been for a series of years a measure favoured by the local experience of each governor and his advisers. It has now been removed from the region of mere speculation and experiment, and proves that it is possible by its agency to suppress the gross evils inseparable from illegal gambling dens of iniquity. Moreover, the "scandal and discontent" are each comparatively limited, as well in duration as extent, for here they are chiefly but recently generated by the reaction of an agitation maintained in England by well meaning persons, ignorant of the circumstances which have produced and which justify that policy. Such ignorance is perhaps natural, but the comparisons of Hong Kong with Heligoland and Baden most forcibly and aptly illustrate the unfounded inferences to which it leads.

24. Therefore unless by direct command of Her Majesty's Government, with which the responsibility of the change would then rest, his Excellency is not prepared to abandon the important results already obtained for any mere sentimental objection, or because a revenue still irrepressibly arises from the policy, by which on the whole the greatest good can be effected. He would personally be delighted to get rid of that revenue if the committee would only make some practicable suggestion enabling him to do so without sacrificing the power which he now has over the licensees, and which as yet he sees no safe means of dispensing with.

25. In conclusion, I have to state that his Excellency is well aware he had no actual claim on the committee's attention, except to request their correction of a misstatement of a fact. Nevertheless, as a member of their association, he craves indulgence for the additional remarks which he has instructed me to make on a subject of some interest to a body established to discuss the most important social questions.—I have the honour to be, Sir, your most obedient humble servant,

J. Gardiner Austin, Colonial Secretary.

Continental Intelligence.

NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT).

Hamburg, December 1.

Now that the Prussian Consulates in China have been transformed into German Federal ones, and the salary of the Consul-General in China is transferred to the budget of the Confederation, it has become needful to place on the special Prussian estimates the sums required for the salary of the Envoy at Peking (who has hitherto received the salary of the Consul-General), and those of the other officials of the Embassy. These will now figure among the expenses of the Foreign Department, and of course are subject to the approbation and consent of the House of Representatives; but when the question is brought forward it will no doubt be a matter for the consideration of the members whether it is expedient to have in future a specifically Prussian Legation at Peking, in addition to the Federal German Consulates already existing in other parts of the Chinese dominions. The subject will probably give rise to an interesting debate, and meet with some opposition, as in the face of the serious deficit in the revenue, great economy is required to make things straight again, and there will be but little inclination to increase the burdens of the taxpayers in Prussia by the creation of new and superfluous appointments, the salaries of which might easily be shifted to the Federal Budget, and be borne by all the twenty-two States composing the North German Confederation in proportion to their population, the more so as the subjects of all of them are placed under the protection of the Ambassador, be he called Prussian or Federal. When the subject was discussed in the last session of the German Parliament, on the occasion of voting the estimates for the Federal budget, it appeared as if the Prussian Government wished to retain the Embassy in China as a Prussian establishment, and of course the members of the Federal Parliament made no opposition, being only too glad to escape being saddled with the payment of the salaries, whilst their fellow-subjects in China enjoyed the same protection as the Prussians. It is now a subject between the Prussian Government and their own Parliament, and simply a money question; for the appointment of the Ambassador and the patronage of the inferior offices is placed in both cases in the hands of the King of Prussia, either in his capacity of sovereign or as President of the North German Confederation.

The "Germanic Lloyd's," established last year for the classification of German shipping, have just published the first number of their International Register, with an explanation in German and English of the abbreviations and signs used, as well as the tables for the measurement of shipping and the tariff of charges. It contains a list of the 273 merchant vessels that have hitherto been classified.

A strange story is related in a Bremen local journal, announcing the return to that city of Captain Oldejan, of the Bremen ship *Amalia*, who had not been heard of for several years, and was supposed to be dead. It appears, however, that he lost his vessel in the China Seas, but managed with his crew to reach an island where they were kindly received and well treated; but the inhabitants would not allow them to leave, and it was only by means of a well-planned and cleverly executed stratagem that the captain was enabled to make his escape. What adds to the romance of the story is the domestic complication of affairs that ensues from his wife having mourned his loss and then married again; and the husband now finds her surrounded by a numerous progeny in addition to those he left behind.

Rear-Admiral Petz, with the ships forming the Austrian expedition to the Far East, has arrived safely at Gibraltar, and left that port on the 21st of November for Tangiers. What his object is in wasting precious time by a visit to Morocco is not stated.

By Royal Decree dated Stockholm, November 11, the King of Sweden and Norway has appointed Mr. William Robertson, of Ningpo, to be Vice-Consul at that port, under the Consulate-General at Shanghai.

COMMERCIAL.

Rice dull, and no sales reported except for consumption. Cassia Lignea in great request and stocks again nearly exhausted. A cargo (2,540 chests) has just arrived from China, but is not yet in the market. Flores again rising. Pepper and Cardamoms also higher. In teas there is no alteration. A sudden demand has sprung up for refined camphor, which has created a rise, and none is now to be had under 20 sch. bco. per lb. Nothing has been done in Spelter; the nominal quotations are 13.10 loco. and 13.7 for spring delivery.

SHIPPING.

Arrived.—Falcke, from Macao (Cassia Lignea).

Sailed.—Papa, to Shanghai; Edward, to Hong Kong; Tellus, to Akyab; Alice, to Macassar and Hong Kong; Wilhelm, to Bangkok; Honolulu, to Bangkok; J. H. Jessen, to Singapore and Penang; Maria Miles, to Hong Kong.

N.B. The Maria Miles came into collision with the Swedish brig Veranda, off the mouth of the Elbe, lost bowsprit and cutwater, and has returned to Hamburg to repair damages.

SHIPPING AT BREMERHAVEN.

Arrived.—Tordenskiold, for Rangoon (6,590 bags rice); E. Von Beaulieu, for Rangoon (4,016 bags rice, 500 chests cutch); Devonshire, for Bassein (11,425 bags rice); Sarah Newman, for Bassein (13,300 bags rice); Senator Iken, for Rangoon (18,000 bags rice); Moonbeam, for Rangoon (10,000 bags rice).

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, December 1.

The discussions upon the Budget have progressed most rapidly; those of the departments of Foreign Affairs and Justice having already been approved of by a very large majority, and the remainder are expected to pass without delay. From the debates I gather some matters of interest for your readers in the Far East. In a former letter I wrote you that the Finance Minister had rejected the claims put forward by Dutch merchants in Japan for compensation for losses arising out of the late hostilities, in which the Allied Powers were engaged with Japan. They, however, were not content with this decision, and a second endeavour has been made, of course by their influence, in the Second Chamber of the States General to obtain a grant of compensation. The members dealing with the third chapter (Foreign Affairs), Messrs. Heydenryck, Pynappel, and Viruly Verbrugge, proposed as an amendment to grant a sum of fl.44,757.84 to the applicants. This amount was just half the sum proposed by the State Commission appointed to examine the claims. The merchants supported this amendment by an address, in which they again endeavoured to prove the justice of their claims. The motion gave rise to a very lengthened debate. Mr. Heydenryck, in order to elucidate the grounds of the proposal, referred to the large number of documents relative to the matter, and said that the State ought not to absorb the entire profit of the indemnification paid by the Japanese Government. Mr. de Casembroot gave his opinion that since the King had approved the rejection of these claims, the question was at an end. He was astonished at the proposal being made again, but now that it was done he also had an amendment to make, which was to grant a sum of 25,000fl. on behalf of the Royal Navy, especially for the division which took part in the said expedition, and which is now invalided. Mr. Gratana demonstrated that the traders ought to claim compensation of the Japanese Government. He opposed the grant, and preferred to support the amendment of Mr. de Casembroot. Mr. Godefroi also declared himself against the motion of Mr. Heydenryck. He said that there was no lawful ground upon which the State could be called upon to indemnify these traders. Mr. Van Voorthuyzen disapproved of the proposal, on the grounds that our traders had no more right than the English, French, and Americans, who had not put forward any claim of a similar nature. Mr. V. A. Linden said that the traders had acted against the advice of the English admiral, by transporting their merchandise to China, which involved costs, for which they now sought compensation. Several other members also took part in the discussion, and the result was the rejection of Mr. de Casembroot's motion by 46 against 18 votes, and that of Mr. Pynappel, C.S., by 58 against 11 votes, which I think will set the affair finally at rest.

Another question with regard to Japan was brought forward during the discussion of the budget. Mr. Van Delden said that Holland ought not to be represented there by an ambassador but by a consul-general. He finished his speech with a philippic against Mr. Polsbroek, which was replied to by Mr. de Casembroot, who demonstrated the necessity that a diplomatic mission should remain in Japan, and that the *chef* ought to bear the title of minister. After this reply the matter dropped. From the further discussions I only find that the Minister of Foreign Affairs again denied the existence of any foundation for the rumours which were set in circulation, respecting negotiations between Holland and France to establish a commercial and military convention. Such negotiations the Minister declared had never taken place, and he stated further that we were on the most friendly terms with all the Powers.

You will remember that the Finance Minister recently proposed to augment the import duty on tea, as a partial equivalent for the abolition of the stamp duty now levied on newspapers. Some Amsterdam and Rotterdam houses have addressed the Second Chamber of the States General, petitioning them to reject this proposal, because an increased duty would greatly prejudice the interests of the tea trade. The Hague

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correspondent of the *Meddell Courant*, who, I believe, is well informed, says that the Bill meets with much opposition in the sections where it is under examination. Indeed it seems, on the whole, not at all certain that we are to be relieved of this tax upon knowledge. The papers await the decision silently, no article having been published, except by the *Handelsblad*, in which the necessity is urged for a more liberal press law in India.

According to the request of the Java Committee, sub-committees have been formed here in order to promote the plan of erecting at Batavia a memorial to Jan Pieterszoon Koen, the founder of our government in India. I regret to state that this plan meets with more opposition than sympathy. The contributions—amongst them some from Dresden—amount to only a few, say two hundred guilders, whilst the opposition newspaper articles number certainly a dozen, and amongst them is one of Dr. Bosch, the friend of the Javanese, who thinks that the best memorial would be improved instruction.

Our legislation is certainly not quick, which is proved by the debates upon the Budget of Justice. Again we have to content ourselves with mere promises for the improvement of our laws, and even the abolition of capital punishment will not become a *fait accompli* in the immediate future. The Minister agrees with abolition, but there must be a punishment applied in lieu of the capital one, say imprisonment for life, or deportation. And the Minister inclines to the belief that for certain crimes capital punishment must be enforced.

The members of the First Chamber of the States General met some days ago. They are now occupied with the examination of the India budget for 1869. The section reporters are Messrs. De Lek de Clercq, Duymaer van Twist, Hengst, and Hartsen.

Some sensation has been caused by a pamphlet entitled "The Reform of the India Rule." The author, who seems to be an advanced Liberal, seeks to demonstrate that it is necessary for India to provide itself with the means to cover its own expenditure, and should be free to contract loans for eventual unfavourable balances. He hopes that in future India will be self-governed, with a fixed contribution to the treasury of the mother-country. Our Liberal papers are quite silent about this *brochure*. This is as inexplicable as the Liberal M.P. Mr. Van Eck declaring in the Second Chamber that we have a prescriptive right upon the *batig slot*, as a profit of the industrial undertaking by the State in India.

I regret to report the death of Mr. D. P. G. van Diggelen, ex-member of the Second Chamber, of Professor Millies, and of Dr. Simons, member of Parliament for Gorinchem. The Conservatives hope to fill the vacant seat by the ex-Premier, Mr. Heemskerk. Undoubtedly he has a great chance of being elected.

H.M. the Queen returned some days ago from her trip to England. The King has since departed for his seat *het Loo*, where he will pass a good part of the winter. Before his Majesty started he conferred the knighthood of the Netherlands Lion upon the Sultan of Goenong Tabor (Borneo).

On Dec. 5 there will be despatched, per *Mary and Hillegonda*, 175 soldiers, to reinforce the E.I. army. The supplementary troop, fixed for this year at 2,000 soldiers, will then be completed.

The loan on behalf of the company to construct a canal from Amsterdam to the North Sea, has been all subscribed. With the 6,500,000f. thus obtained the future of this company has been secured. Amsterdam will have at last its waterway, as well as Rotterdam; the last canal being nearly completed. This makes it doubly to be regretted that our town council has approved the proposal to levy an additional tax (50 per cent.) on the shipping, in order to raise the interest of the funds for making quays and docks on the bank of the Maas, opposite our town, and some other public works. I sincerely believe that results very disastrous to our trade will ensue, and perhaps it is already too late to avert them.

In your issue of the 18th Nov. you made some remarks upon my communication about the establishment of a regular line of steamers between Batavia and Australia. The following is a translation of the reply of the Colonial Minister:—"According to the last information there is at present no chance of a regular communication by steamers being established between Java and Australia. Therefore, endeavours are made to form a junction by a local steam line, to start from Batavia, corresponding with the P. and O. steamers running between Galle and Australia. Such a junction should be favoured if a station could be established on behalf of this service. We are endeavouring to obtain information thereabout, in view of a contract with the P. and O. Company respecting the line between Galle and Australia."

MONETARY AND COMMERCIAL.

The demand for money at the Bank is fair, but the rate of discount remains unaltered. In the open market the demand is not active. Dutch Two-and-a-Half, 55¼; Three per Cents., 64; Four per Cents., 86; Netherlands Bank, 235; Trading Company, 126½; Netherlands Indian Trading Bank, 68; Java Bank, 161.

PRODUCE MARKETS.

COFFEE.—The Trading Company offered on the 25th ult. 77,811 b. Java, which were all sold. The fine yellow to brown Preanger were bought slightly under the valuation; but for the ordinary Java 1 to 1½c. was paid above the valuation, for Malang ½ to 1c., and for the white yellowish Preanger, Tjilatjap, and Java, ½ to 1½c. Since the auction good ordinary Java realises 36 to 36½c. The market closes very firm. The transactions include 4,500 b. Java, ex Louis Meyer, at 37½ to 39c.; 600 b. Java, ex Louis de Geer, and 505 b. ditto, ex Princes Amalia.

SUGAR (raw).—Before the Trading Company's auction the market was very animated, and all parcels offered found buyers. The transactions comprised 956 mats Bezoekie, ex Staatsraad van Ewyk, No. 13½, at 33¾f.; 817 mats Sourabaya, floating per Neckar, No. 14, at 32¼f.; 535 mats Bezoekie, ex Naqigator, No. 12¾, at 33f.; 791 mats Passaroeang, No 19½, at 35f.; 369 mats ditto, ex City of Perth, No. 14, at 33¼f.; 285 mats Pamansekan, ex Nederland and Oranje, No. 11¼; 423 mats Sourabaya, floating, ex City of Perth, No. 11½; 1424 mats Java, ex Finella, No. 12¾, at 13¼, at 34f. to 34¼f. The Trading Company's auction, at which 30,879 mats were offered, went off very favourably. The whole quantity was sold on average at 1¾f. above the September value. For export about 8,000 mats were sold. Since the auction the market has remained firm, but no transactions of importance have taken place, importers declining to operate without a further advance. The only parcel sold since the auction was 459 mats Sourabaya, floating, per Sourabaya Packet, No. 13¾, at 34¾f.

RICE.—The market is inanimate; 740 bales Java, ex Anna, were sold at 8¼f.; 1,623 b. do., ex Schoonderloo, at 8¾f.; 1,552 b. Indramajoe table, ex Hollandstrouw, at 10½f.; 10,600 b. Java, ex Argo, at 8½f. On the 2nd of November, there were floating for Europe from all the India harbours, 125,229 tons, against 71,289 tons in 1867.

TEA.—The market is very firm but dull, 450/16 ch. Souchon (China) were recently sold at secret prices. The 1,150/4 ch. Java offered in public auction on the 20th ult. were sold as follows:—328/4 Java Souchon 86c. to 88c.; 75 ch. Congo at 84c. to 85c.; 36 ch. do at 85c. to 86c.; 661 ch. Souchon at 86c. to 88c.; 50 ch. Pecco at 325c. to 327c.

TOBACCO.—In waiting for the forthcoming auctions, the market is rather inanimate. The transactions only include 569 b. Java DFS; 385 b. VR; 2,014 b. Java Havanna at 29½c.; 375 b. Java T 1867 at 24c. in average; 184 b. Kotta, ex Herald of the Morning, and 19 b. FT, ex Geertruida Maria. The stock of Java in Amsterdam is 15,125 b. Java. For Manila there is a good speculative demand.

DRUGS.—The Trading Company has sold in auction 4,047 chests Japan Wax; 600 chests A realised 57¾f. to 58½f.; 1,199 chests B 57¼f. to 57¾f.; 290 chests C 57f. to 60f.; 1,894 chests D 46½f. to 55½f.; 120 tubs Japan camphor sold at 90c. to 91c.; 64,000 ks. Gutta Percha: Borneo at 102c. to 190c.; 1,580 ks. Sumatra, at 133c. to 143c.; 164 mats Gummi Elasticum at 93½f.; 88 chests Gummi Damar, at 16f. to 50f. The market is for most articles very firm; camphor has been sold very regularly at advancing prices. Cassia Lignea is held for 82c. for E, but buyers decline to operate at that price. Gum Copal: in large demand for all descriptions. Gutta Percha: 42 pic., ex Anthony van Hoboken, were sold at secret prices. At the closing of the market from 2f. to 2½f. was paid above the auction price for Japan wax. Preserved ginger nominal, at 75c.

INDIGO.—There is a lively demand; about 300 ch. Java were sold at full prices, but at the closing of the market there is a slight decline.

KAPOK.—On the 25th November several parcels were offered in auction. A lot uncleaned was sold at 18c., and another cleaned at 60c., but the rest was bought in, the importers demanding too high prices.

RATTANS.—The market is very dull. The following parcels sold at prices that did not transpire:—100 pic., ex General Birch; 100 pic., per Schoonderloo; 120 pic., ex Fop Smit; and 120 pic., ex Nederland and Oranje.

HIDES.—The market is very dull. Only the following parcels have changed hands:—520 Passaroeang Rinder, ex General Birch; 876 Sourabaya do., ex Ida Elizabeth.

TIN (BANCA).—The market is in a somewhat better position. For the first few days after the departure of the last mail some transactions took place at 59¼f. for Banca, and 58½f. for Billiton; but since then 1,200 slabs Banca were sold at 59f. During the last day or two, however, 2,100 slabs Banca were sold at 59¼f., 700 slabs Billiton at 58½f., and 900 slabs do. floating at 58½f.

GALLS.—The Trading Company has offered at auction 644 ch. Japan Galls, of which 621 ch. were sold at 29½f. to 29¾f., and 23 ch. inferior quality at 26¼f. There is still a good demand at these prices.

SAPANWOOD.—A large parcel was sold at secret but very firm prices.

POSTSCRIPT.—Rice: 1,885 b. Java, ex Louis de Geer, sold at 8¾f. Tobacco: 374 b. Java PK/ Blitar, ex Navigator, changed hands. Hides: The several parcels imported ex Hollandstrouw sold at firm prices. Stocks: Coffee, total 443,700 b., against 370,900 b. on 1 Dec., 1867. Unsold Stock of the Trading Co. 194,700 b.; on warrants 200,700 b. Spices: Unsold Stock of the Trading Co.: Mace, 81 casks; Pepper, 625 b. on warrants: Nutmegs, 4,332 casks; Mace, 495 casks; Cloves, 2,837 casks; Cinnamon, 202 mats. Deliveries were from 1st Jan. till November 2,164 c. Nutmegs, 748 casks Mace, 475 casks Cloves, 395 mats Cinnamon. Tin: On warrants: Banca, 171,582 slabs, against 182 885 slabs on 1st Dec., 1867. Billiton, 288 slabs; floating, 5,000 pic. Private Stock of Billiton, 1,990 slabs.

SHIPPING INTELLIGENCE.

DEPARTURES.—Nov. 17, from Texel, for Sourabaya, Christina Maria; 19, from Hellevoet, for Batavia, Ternate, Fagel; 26, from Brouwershaven, for Batavia, Utrecht; from Texel, for Batavia, Maria Regina; 27, from Texel, for Padang, Jan van Brakel; 28, from Texel, for Java, via Cardiff, Maassluis.

ARRIVALS.—Nov. 21, at Brouwershaven, from Bassein, J. Cushing; at Hellevoet, from Probolingo, City of Perth; at Texel, from Probolingo, Glenclune; Nov. 20, at Brouwershaven, from Bassein, Charlie Palmer; from Batavia, Robertus Hendrikus, Baron Van Heemstra; Nov. 24, at Brouwershaven, from Batavia, Kosmopoliet II., Patriarch Sambiri; Nov. 25, at Texel, from Batavia, Senior; from Sourabaya, Neckar; Nov. 26, at Brouwershaven, from Rangoon, Wiljesket; Nov. 26, at Texel, from Sourabaya, Maria; Nov. 27, at Brouwershaven, from Padang, Maarten Van Rossum; Nov. 29, at Texel, from Batavia, Twee Cornelissen; from Sourabaya, Baltimore.

CASUALTY.—The Dordrecht, Capt. Verhoeven, from Batavia, bound for Rotterdam, was wrecked on the morning of the 30th Nov., off the Banjaard, near Brouwershaven. The twenty-eight passengers, forty soldiers, and the baggage have been saved.

PASSENGERS INWARDS.—From Java: Per Robertus Hendrikus, Mr. Braams and family, Mr. Duitz and family, Messrs. Blume, de Liquian, Pannevis; per Baron van Heemstra, Mr. Boudens and family, Messrs. v. d. Rivière, Middelhoven, and Briels; per Kosmopoliet II., Messrs. Heyman and family, Eck and family, Verhegge, Vredenberg, Augenent and family, Bloem and family, Pol, de Bruin, Mrs. Spaan and child, Mrs. van Ryn van Alkemade, Miss Bos; per Patriarch Samhiri, Mrs. Coets van Boggen, Messrs. Mathysen and de Vey.

PASSENGERS OUTWARD.—For Java: per Fagel, Messrs. J. Koot, jun., S. B. Misrits, R. de Boer and family, F. L. Philipaen, and Miss van Deinum; per Utrecht, Messrs. S. Ulfers and family, P. A. Bol and family, two ladies Dibbets, Mr. E. W. A. Ludeking and family, Mr. S. H. A. Begemann and family, Mr. Huart and family, Mr. J. W. F. Lutter and family, Mr. P. H. van der Kemp and family, Mrs. Bakhoven, Mrs. Hellings, Messrs. E. Fliek, P. H. de Bruyn, K. F. H. van Lange, E. Pieper; per Jan van Brakel, Mr. P. G. de Bruin, Mr. F. Kijftenbelt and family.

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Monetary and Commercial.

The report of the Peninsular and Oriental Steam Company, to be presented on the 8th instant, recommends a dividend of 3 per cent. for the half-year ending the 30th of September, making, with the distribution in June, 6 per cent. per annum. Last year there was a loss of £177,000, but this year there has been an available profit of £172,000. There has scarcely been time for the full development that may be expected from the extended mail services under the new contract, and the absence of specie freight operates for the present unfavourably; but the number of passengers was never larger than during the past twelve months, and the shipments of silk from Japan and China compare well with those of former years.

At the meeting of the London Chartered Bank of Australia on the 11th of December a dividend of 4 per cent. for the half-year (£40,000) is to be recommended, together with the appropriation of £5,000 to the reserve fund, leaving £11,885 to be carried forward.

On the 1st of next month the old and large firm of Bradbury, Greatorex, and Co. will be constituted as a limited joint-stock company, in 250 shares of £1,000 each, one-half of which will be taken by the existing partners, while the other half has been already subscribed. The house was founded fifty-three years ago, and the present change is in consequence of the recent decease of one of the firm and the desire of the senior partner to be relieved from the management of the business. Nothing is to be paid for goodwill, and, in addition to holding one half of the capital, the old partners will leave the sum of £50,000 for a given period as loan on debentures, at 5 per cent. per annum. The stock is to be taken by the company at a valuation approved by Mr. Humphrys, of the firm of Honey and Humphrys, and the open book debts, subject to an agreed deduction, while the debts covered by acceptances and otherwise will be guaranteed to the company at the prices at which they appear in the firm's balance-sheet.

The biddings for £200,000 in bills on Calcutta and Madras were held on Wednesday at the Bank of England. The whole amount was allotted to Calcutta, and the minimum price was fixed at 1s. 11d. on both Presidencies, a rise of 2 per cent. Tenders at 1s. 11⅛d. will receive about 80 per cent. The rate thus paid is about 1 per cent. higher than on the last occasion, and indicates a proportionate further increase in the demand for means of remittance to the East.

In consequence of the higher rate obtained for the India Government draughts bar silver has become more firm, and the limited amount in the market has been sold at 60⅝d. per ounce, an advance of ¼d. Mexican dollars have advanced ⅛d., to 59¼d., and are also very scarce.

THE P. AND O. COMPANY'S REPORT.

The twenty-eighth annual report of this company has been issued, in anticipation of the general meeting to be held on the 8th inst., and contains many features of interest:—

The report states that the company stood possessed on the 30th of September last of stock in ships, less the amounts deducted for depreciation, £2,975,466; also of freehold and leasehold property in England, and docks and premises at Calcutta, Bombay, Hong Kong, Singapore, and other stations, £309,005; stock of coals, naval and victualling stores, amounting to £636,677; also cash at bankers, bills, balances in agents' hands, and debts due to the company, £567,312; making the total assets £4,488,461. The total capital received to that date amounted to £3,500,000, and the liability in bills, &c., amounted to £654,144, making the total capital and liabilities £4,154,144, leaving a surplus of £334,317, being the balance at the credit of the reserve fund. The revenue account showed that the gross revenue of the company for the year ending the 30th of September last amounted to £2,485,966, and the expenditure, including interest on debentures, reserves, &c., to £2,313,817, leaving a net profit of £172,149. From this was deducted 6 per cent. dividend for the two past half-years, £159,000, leaving a balance of £13,149. The proprietors' underwriting account amounted for the year to £120,000, from which was deducted £72,000 for the wreck and loss of two ships, and £16,531 for contributions to general average—viz., of three ships, leaving a balance of £30,969. The general reserve fund amounted at present to £334,317. The company's fleet consisted of 67 ships, being in the aggregate 98,878 tons Customs' measurement, and 18,904-horse power. The six ships which, at the date of last report, were under charter to Government in connection with the Abyssinian Expedition, had all been paid off. The directors much regretted the loss of the *Benares*, on the night of the 23rd of May, on one of the islands known as the Fisherman's Group, while on her passage from Shanghai to Hong Kong. This disaster was happily unattended by any loss of life, and the mails and treasure, together with a large portion of the cargo, were saved. With regard to the postal service, the duty of delivering mails every week from Bombay, every two weeks from Calcutta, China, and Japan, and every four weeks from Australia, had been accomplished with remarkable punctuality. On two occasions only had there been a failure in the arrival of the combined mails in London on or before the appointed day; the delay in one case being the result of a trifling accident to the machinery of one of the steamers in the Red Sea, and in the other of a slight detention of the mails in France. The outward services had been carried out with corresponding regularity. The directors were not able to refer with equal satisfaction to the pecuniary side of the matter, inasmuch as the working of the contract for eight months left them in the position of having to claim from Government the full proportion of the £100,000 to which they were entitled when the fund accruing for dividend fell below the amount required for the payment of 6 per cent. on the capital employed. The directors were unable to recommend any payment to the proprietors from the underwriting account for the past year. The number of passengers by the company's steamers was never larger than during the last twelve months, and the shipment of silks from Japan and China compared favourably with those of former years. The directors recommended a dividend of 3 per cent., free of income-tax, for the six months ending the 30th of September last, making, with that declared in June, 6 per cent. per annum.

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and ten months ended the 31st October have been issued. The following shows the total declared value of the exports of British and Irish produce and manufactures exported during October in the last three years:—October, 1866, £16,895,894; October, 1867, £15,849,142; October, 1868, £16,876,898. This comparison tends to show that the general volume of the export trade is steady, the month's total being almost exactly the same as in October, 1866, and more, by upwards of a million, than the low total of October last year. The grounds for congratulation, however, are at best of only a qualified character, inasmuch as the comparison lies with years of panic and depression. It will be seen from the following statement of the exports for the first ten months of the last three years that we have not yet reached the totals of 1866 and 1867:—Ten months, 1866, £158,832,792; ten months, 1867, £153,051,639; ten months, 1868, £150,681,161. Compared with last year, the falling off is £2,370,478, and compared with 1866 it is as much as £8,151,631. A glance at the exports for the month of October shows, as the principal movements, a considerable increase in cotton piece goods (which figure for £4,810,501 in October last, against £4,373,261 last year, and £4,737,249 in 1866, while the increase in the quantities shipped is still more marked than in the value); an increase in the yarns of linens and woollens, but a falling off in manufactured goods of both those classes; a rather decided increase in iron and copper and a slight falling off in hardwares.

The present tables give the "computed real value" of the principal articles imported for September as under:—September, 1866, £19,571,761; September, 1867, £21,515,623; September, 1868, £23,386,646. It is somewhat singular to remark that this increased outlay in foreign and colonial produce arose through the simultaneous arrival of a large number of vessels laden with silk, sugar, tea, and wool. As regards these four articles the month's imports reached an aggregate beyond all precedent. It is reassuring, however, to observe that the aggregate value of our imports for the first three-quarters of the present year has not been excessive; the statement is annexed:—Nine months, 1866, £185,596,529; nine months, 1867, £171,199,569; nine months, 1868, £175,948,532.

For the month of October the present returns give only the quantities of imports, not the values. There was an increase in cotton, coffee, and sugar. After the previous month's heavy imports of wool, however, October showed a falling off, while as regards the two other important articles of silk and tea, our liabilities to the foreigner were of an average character.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.

TEA.

	1866.	1867.	1868.
Quantity for the month ended 31st October ... lbs.	15,751,675 ...	19,240,579 ...	14,516,997
Quantity for the ten months ending 31st October lbs.	103,057,208 ...	98,320,414 ...	104,512,931
Value for the month ended 30th Sept.	£718,188 ...	£1,054,778 ...	£1,657,102

RAW SILK.

From		For the Month ended 31st October. 1866.	1867.	1868.
China...	lbs.	— ...	— ...	—
British India... ...	,,	— ...	500 ...	12,302
Egypt*	,,	316,263 ...	482,148 ...	512,898
Other Countries ...	,,	381,206 ...	90,733 ...	131,445
Total	,,	697,469 ...	573,381 ...	656,645
		For the Ten Months ended 31st October.		
China...	lbs.	83,695 ...	40,016 ...	50,024
British India... ...	,,	71,215 ...	500 ...	25,375
Egypt*	,,	2,527,050 ...	3,188,745 ...	4,153,376
Other Countries ...	,,	1,421,124 ...	1,570,323 ...	1,390,276
Total	,,	4,103,084 ...	4,799,584 ...	5,619,051

* In transit from India, China, and Japan.

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COFFEE.

From		For the Month ended 31st October. 1866.	1867.	1868.
Ceylon	lbs.	10,246,226	6,860,322	7,274,962
Other British Possessions	,,	1,339,071	3,261,198	4,075,622
Total from all parts ...	,,	12,691,813	11,201,131	15,678,769
		For the Ten Months ended 31st October.		
Ceylon	lbs.	63,473,394	72,236,469	88,748,671
Other British Possessions	,,	15,619,119	15,270,450	27,684,843
Total from all parts ...	,,	99,856,776	118,532,389	148,235,918

RAW SUGAR.

From		For the Month ended 31st October. 1866.	1867.	1868.
Java & Philippine Islnds.	cwts.	27,238	60,420	112,115
Total from all parts	,,	739,417	613,099	952,018
		For the Ten Months ended 31st October.		
Java & Philippine Islnds.	cwts.	377,987	299,717	758,258
Total from all parts	,,	9,398,534	9,558,817	10,308,274

HEMP.

From		For the Month ended 31st October. 1866.	1867.	1868.
Philippine Islands ...	cwts.	5,060	15,032	9,450
Total from all parts ...	,,	96,998	142,054	119,903
		For the Ten Months ended 31st October.		
Philippine Islands ...	cwts.	42,040	74,552	127,362
Total from all parts ...	,,	842,891	635,637	770,789

RAW COTTON.

From		For the Month ended 31st October. 1866.	1867.	1868.
China	cwts.	1,380	—	—
British India... ...	,,	640,435	748,989	874,973
Egypt...	,,	13,083	10,841	17,646
United States ...	,,	114,281	32,881	58,509
Total from all parts ...	,,	819,957	839,313	1,016,834
		For the Ten Months ended 31st October.		
China	cwts.	34,767	4,707	—
British India	,,	4,804,234	3,707,839	3,062,332
Egypt	,,	785,636	902,239	860,167
United States ...	,,	4,109,960	4,220,935	4,421,492
Total from all parts ...	,,	10,610,271	9,683,546	9,310,893

CLEARANCES FOR HOME CONSUMPTION.

		For the Month ended 31st October. 1866.	1867.	1868.
Tea from all parts ...	lbs.	9,445,096	10,206,190	9,648,458
Coffee from Ceylon ...	,,	1,652,395	1,654,140	1,559,227
Do. from all parts...	,,	2,677,608	2,852,073	2,924,283
Raw Sugar from Java & the Philippines ...	cwts.	26,536	70,392	42,521
Raw Sugar from all parts	,,	967,763	1,008,322	971,885
		For the Ten Months ended 31st October.		
Tea from all parts ...	lbs.	85,830,602	90,068,124	90,034,017
Coffee from Ceylon ...	,,	18,430,292	16,905,133	16,353,193
Do from all parts...	,,	26,095,678	26,751,510	26,057,097
Raw Sugar from Java & the Philippines ...	cwts.	161,436	429,867	604,317
Raw Sugar from all parts	,,	8,727,946	9,617,064	9,416,714

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st October, 1868, compared with the two previous years :—

		1866.	1867.	1868.
Coffee...	lbs.	32,767,941	45,274,938	54,109,437
Tea	,,	86,171,764	80,484,589	69,016,936
Unrefined Sugar ...	cwts.	3,930,928	2,999,444	3,030,055

The following is an account of the value of the Imports into the United Kingdom from the undermentioned countries for the three months and nine months ended 30th Sept., 1868, compared with the value for the corresponding periods of the years 1866 and 1867 :—

	For the Three Months ended 30th September. 1866.	1867.	1868.
China (exclusive of H. Kong)	£1,021,886	£1,279,425	£1,930,917
Hong Kong	36,792	22,437	18,754
Japan...	55,823	69,142	48,748
Singap. & Straits Settlements	166,180	309,618	478,550
Ceylon	976,867	1,095,524	1,201,681
Philippine Islands	199,197	286,768	502,905
Java	8,144	10,199	30,193
Cochin China, &c.	—	—	16,160
Borneo	—	—	25,563
Siam	6,561	—	55,453
	For the Nine Months ended 30th September.		
China (exclusive of H. Kong)	£6,576,037	£5,512,839	£6,427,846
Hong Kong	133,368	160,727	97,799
Japan	236,571	266,274	105,290
Singap. & Straits Settlements	884,972	876,756	1,214,918
Ceylon	2,205,779	2,527,461	2,807,363
Philippine Islands	505,337	567,942	1,195,863
Java	8,147	13,262	42,895
Cochin China, &c.	—	—	33,394
Borneo	10,008	27,970	37,678
Siam	14,490	—	71,980

EXPORTS.

COTTON YARN.

To		For the Month ended 31st October. 1866.	1867.	1868.
China and Hong Kong	lbs.	637,600	1,419,050	1,584,640
Singapore	,,	128,400	423,090	109,800
Ceylon	,,	95,950	112,500	21,000
Total to all parts ...	,,	14,116,298	16,435,694	16,790,454
		For the Ten Months ended 31st October.		
China and Hong Kong	lbs.	4,244,196	6,936,274	6,239,621
Singapore	,,	1,379,144	2,545,790	1,297,750
Ceylon	,,	735,976	323,681	382,710
Total to all parts ...	,,	113,299,717	135,471,331	146,420,347

COTTON MANUFACTURES.

To		For the Month ended 31st October. 1866.	1867.	1868.
China and Hong Kong	yds.	24,460,664	30,968,859	39,446 394
Philippine Islands ...	,,	3,252,329	3,971,300	3,326,800
Java	,,	5,953,521	4,964,500	2,455,734
Singapore	,,	2,143,461	7,983,111	3,687,770
Ceylon	,,	2,256,913	2,422,980	2,008,122
Total to all parts ...	,,	224,694,936	250,715,895	287,908,051
		For the Ten Months ended 31st October.		
China and Hong Kong	yds.	152,511,977	161,159,931	280,168,433
Philippine Islands ...	,,	23,253,746	31,430,932	31,835,319
Java	,,	47,752,868	33,732,948	23,116,667
Singapore	,,	45,123,876	62,302,349	47,272,603
Ceylon	,,	20,911,215	17,241,032	21,783,902
Total to all parts ...		2,127,402,816	2,290,316,393	2,476,499,339

WORSTED STUFFS.

To		For the Month ended 31st October. 1866.	1867.	1868.
China and Hong Kong	yds.	1,044,598	1,443,408	1,173,866
Total to all parts ...	,,	19,159,801	14,876,382	18,217,210
		For the Ten Months ended 31st October.		
China and Hong Kong	yds.	16,880,242	19,697,481	16,884,530
Total to all parts ...	,,	194,838,221	177,205,692	194,739,359

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st October. 1866.	1867.	1868.
China and Hong Kong	yds.	158,552	107,489	67,084
Total to all parts ...	,,	2,776,439	2,773,950	2,142,451
		For the Ten Months ended 31st October.		
China and Hong Kong	yds.	1,596,639	1,295,867	1,585,303
Total to all parts ...	,,	80,002,120	27,331,521	20,618,755

LEAD.

To		For the Month ended 31st October. 1866.	1867.	1868.
China and Hong Kong	tons	302	204	739
Total to all parts ...	,,	3,098	2,720	3,757
		For the Ten Months ended 31st October.		
China and Hong Kong	tons	4,596	3,208	8,582
Total to all parts ...	,,	26,738	24,051	38,226

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and nine months ended 30th September, 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

To		For the Month ended 30th September. 1866.	1867.	1868.
China (exclusive of H. Kong)		£233,426	£581,781	£691,615
Hong Kong		145,704	257,678	144,258
Japan...		8,747	69,718	89,323
Singap. & Straits Settlements		206,917	189,268	86,076
Ceylon		73,409	58,384	81,900
Philippine Islands		85,851	57,707	128,435
Java		130,692	24,949	47,245
Siam		—	—	—
		For the Nine Months ended 30th September.		
China (exclusive of H. Kong)		£3,714,029	£3,895,232	£4,689,996
Hong Kong		1,816,796	1,673,779	1,669,324
Japan...		1,101,091	1,092,194	768,171
Singap. & Straits Settlements		1,498,562	1,552,731	1,129,964
Ceylon		774,109	558,601	624,026
Philippine Islands		668,051	835,941	766,467
Java		1,207,598	944,032	578,994
Sumatra		578	—	2,517
Siam		4,088	4,085	422

BULLION AND SPECIE.

The following is from Messrs. Pixley, Abell and Langley's report :—

GOLD.—Since our last circular the arrivals have been small. The demand for abroad still exists, but not to an extent to cause withdrawals of bars from the Bank; but sovereigns to the value of £137,000 have been taken for Nova Scotia, the Brazils, &c. The Massilia has taken £39,900 to India; and £14,100, in gold, was shipped to Alexandria, per P. and O. steamer of 29th Nov., from Marseilles.

SILVER.—The Massilia has taken £11,000 to Bombay. The price, which for the small amount brought by the Neva was fixed at 60⅞d. per oz. standard, has, owing to Indian purchases, improved to 60¾d. per oz. standard, and we consider the market as firm at that quotation.

MEXICAN DOLLARS.—The Dollars ex West India steamer were sold at 59½d. per oz.; the price has since improved to 59¼d. and 59⅜d., owing to purchases made for the China market. The Massilia has taken £25,000 to Hong Kong on Government account.

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EXCHANGE on India for drafts by the Banks at 60 days' sight is firm at 1s. 11¼d. to 1s. 11⅜d. for Calcutta, Madras, and Bombay. The Council Drafts sold on the 2nd inst. were allotted at the rate of 80 per cent. to applicants at 1s. 11⅜d. on Calcutta; there were no allotments on Madras and Bombay. India Government Loan Notes are unchanged in price, and the quotations are 91½ to 92 for Four per Cents., 105½ to 106 for Five per Cents., and 110½ to 111 for Five-and-a-Half per Cents.

QUOTATIONS.

Bar Gold	77s. 9d.	per oz.
United States Gold Coin...	—	per oz.
Bar Silver, Fine	5s. 0⅛d.	per oz.
Fine Cake Silver	5s. 5⅛d.	per oz.
Mexican Dollars	4s. 11⅛d.	per oz.
Spanish Dollars (Carolus)	—	per oz.
Five Franc Pieces...	—	per oz.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA, CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862 ...	£6,890,810	£2,530,663	£669,987	£10,091,460
1863 ...	5,971,632	1,995,909	295,470	8,263,011
1864 ...	5,008,291	891,338	354,375	6,254,004
1865 ...	2,738,762	560,026	299,270	3,598,058
1866 ...	2,009,580	303,196	52,850	2,365,626
1867 ...	370,231	265,766	6,915	642,912
1868, to date ...	660,985	422,179	140,562	1,223,726

ARTICLES OF IMPORT.

TEA.

During the interval the market has been quite as dull and depressed as previously. The quantity arrived has been large, and, although in many instances importers refuse to place their teas on the market, yet the quantity offering has been more than the buyers can absorb, and in many cases, especially in fair to good average red-leaf teas, it is impossible to get offers. Black-leaf kinds have been more saleable, but even in these prices have given way, and it is only the more desirable parcels which find a ready sale. The public sales of the 1st instant comprised 12,581 packages, of which 11,300 packages were sold, nearly the whole being without reserve.

CONGOUS.—Siftings have been in steady demand, at fully former prices. Broken-leaf kinds have also been firm. Fair to good common have sold at former prices. For the great bulk of the fair to good flavoury and Kaisow kinds quotations are quite nominal; it is only those with more than average quality which are taken in small parcels at irregular prices. Good quality Saryune kinds have sold at former prices. Fine to finest Kaisows show no material change. Pak Lin kinds have been very difficult of sale at lower prices. Common to fair black-leaf kinds have continued to sell at full prices; some of new import have sold from 1s. 1⅞d. to 1s. 3½d. per lb. Medium fair to good, from 1s. 5d. to 1s. 8d.; fine, from 1s. 9d. to 2s., showing fully 1d. per lb. decline. Fine to finest Oonfahs show no change. Moning and Wopak kinds remain neglected. There has been rather more done in New-made Cantons at the late advance. In Oolongs there is no new feature. Common to fair Souchongs show no alteration. Sales of good to fine have been pressed, and the result has been a further decline of 1d. to 2d. per lb. Flowery Pekoes have shown no change. Scented Teas: Capers have been taken to a fair extent at about previous prices. Orange Pekoes: Canton kinds show no material change. Foochow kinds: The medium qualities remain dull of sale, but the finer are in fair request at full prices. In Uncoloured Japans there is nothing new to report.

GREEN TEAS.—The amount of business has been moderate, the export demand having been less than for some time past, but there is not much alteration to notice in prices generally. Canton-made Teas remain much as before.

Messrs. Shepard, Harrison, and Rehden's Circular is as follows:—

The market has again been freely supplied from the heavy arrivals, 13,500,000 lbs. having come to hand since our last report of 18th ultimo. The elections unsettled business for a few days, but during the past week considerable transactions have taken place, chiefly in medium to good medium black leaf, at 1s. 6d. to 1s. 8½d. per lb., the sales made during the last day or two showing 1d. per lb. reduction. The export trade to the Continent keeps very steady; to Canada and New York the transactions have been smaller than for some time past, advices from Canada being unfavourable. Telegraphic news to 28th October, from Hong Kong, gives the export from 1st June to date at 112,000,000 lbs., with estimates for the season of 130,000,000 lbs. to 135,000,000 lbs., which, with 10,000,000 lbs. from India, will amply meet our requirements. The deliveries, though most satisfactory, are not up to the total of last year, and stand as follows.—

	1868.	1867.
Home consumption for London from 1st Jan. to 30th Nov. ...	67,094,000	69,111,000
Export do. do. ...	29,000,000	29,870,000
Sent coastwise do. ...	32,000,000	32,540,000
	128,094,000	131,521,000

BLACK.—The dusty and broken leaf kinds sell readily at 8½d. to 10d per lb. as supplies have not been large; good leafy kinds have sold at 10½d. to 1s. per lb., in inferior to good flavoury at 1s. 1d. per lb. there has been less doing; for good flavoury to Kaisow kinds, and Kaisows up to finest, the value is more or less nominal, importers refusing bids, owing to the ruinous loss on cost. Imitation Kaisow made from Tayshan leaf: There has been more doing in good to medium at 1s. 2d. to 1s. 3½d. per lb., fine quality, strong malty burnt, would sell at full prices. Black leaf: Of good common little has been done till the last day or two, when several chops, ex late ships, of common flavoury Hohow kind have been offered, and business to a fair extent has been done at 1s. 1d. to 1s. 1½d. per lb., the good useful kinds of old season, once fine quality, have sold at 1s. 2d. per lb., new at 1s. 3d. to 1s. 4½d. per lb., medium to good medium in large quantity at 1s. 6d. to 1s. 8½d. per lb.; of fine and finest, dealers and shippers are well stocked, and though real good value is obtainable at 1s. 11d. to 2s. per lb., it has failed to bring buyers forward. Souchong: Sales have continued at a satisfactory range of prices, with a fair business to report, at 1s. 10d. per lb. for good medium quality, fine at 1s. 11d. to 2s. per lb., finest at 2s. 1d. to 2s. 3d. per lb., and extra fine up to 2s. 8d. per lb. Oolong: The low prices at which old seasons were obtainable has led to more inquiry, resulting in a recovery of 1d. to 1½d. per lb. with very little at the moment offering; for fine, a fair trade inquiry exists at 1s. 10d. to 2s. 1d. per lb. Scented Teas: Canton Orange Pekoe, of the long leaf kind, has been more saleable at the low range ruling. Capers: A large quantity of common is offering ex Dunmail, but so far few sales have transpired; clean quality and medium grades sell as offered at full rates, but for fine and finest the demand has been limited. Foochow Orange Pekoe, with the large quantity on offer, has been difficult of sale, even though easier rates have been accepted. Caper sells at 1s. 6d. to 1s. 9d. per lb.

GREEN.—The early part of the fortnight there was a good trade doing in medium to fine bright leaf Young Hyson and Gunpowder, at 1s. 6d. to 2s. 4d. per lb., mostly for shipment to New York; dealers have bought freely of Ping Sueys, of which some very desirable chops have come to hand; the prices paid average 3d. per lb. below last season for Gunpowder; but Young Hyson, with the competition by shippers for the grades to fine, rule rather higher, say ½d. to 1d. per lb., while finest Young Hyson is 1d. to 2d. per lb. lower, 2s. 5d. being an extreme quotation. Hyson, of all grades except the finest, is scarce, the kind most wanted being good to medium quality at 1s. 7d. to 1s. 11d. per lb. For Japan kinds, coloured or uncoloured, nothing worthy of note has transpired.

SILK.

Messrs. Kilburn, Kershaw and Co. report as follows:—There has been a general abstention from business throughout the month of November; all classes of silk have been neglected, both dealers and manufacturers being unwilling to add to their stocks at the present season of the year. Importers have kept quotations nominally the same by firmly holding their silk, and not listening to offers for any desirable parcels under the full prices current in October. In China silk the quantity of fine and good Tsatlees is becoming small, while the inferior descriptions are plentiful and uninquired for. Hainins are accumulating, and do not find buyers, owing to the difficulty there still exists in getting these silks thrown; the low descriptions especially are all but unsaleable; Kahing Taysaams, except for the very best, are out of favour, and are comparatively cheap. Canton silk has been arriving freely, and as the Tsatlee reels are now better than at the early period of the season, buyers have looked after them; and importers having shown a disposition to be current, business has been done at 20s. for ordinary good No. 1; Loongeongs are generally too coarse in size and not mellow in quality, the few good parcels which arrive sell, the bulk of medium and common is neglected. In Japan silk some few parcels of fine Maibash have been sold at full rates; but mixed and inferior parcels are neglected. In Bengal silk there is demand, at a price, for second class filatures and good clean native silk, which are very scarce; the low natives are quite neglected. The deliveries in November show a falling off, viz.: China, 2,653; Japan, 388; and Bengal, 597. Total, 3,638 bales.

LONDON QUOTATIONS, DEC. 3.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 32s. 0d.
,, ,, 2	30s. 0d. to 31s. 0d.
,, ,, 3	27s. 0d. to 30s. 0d.
,, ,, 4	24s. 0d. to 24s. 6d.
Yuenfaa	22s. 0d. to 25s. 0d.
Taysaam	19s. 0d to 26s. 0d.
Ditto Long Reel... ... ... — ...	19s. 0d to 22s. 0d.
Canton	15s. 0d. to 21s. 6d.
Chinese Thrown	27s. 0d. to 28s. 6d.
JAPAN.	
Maibash	36s. 0d. to 37s. 0d.
Ida...	24s. 0d. to 36s. 0d.
Sodai	23s. 6d. to 31s. 0d.
Oshiu	24s. 0d. to 36s. 0d.
Koshiu	23s. 0d. to 32s. 0d.
Eichizen	20s. 6d. to 24s. 6d.
Mashta	20s. 0d. to 24s. 0d.
Hatchoji	None.

COTTON.—During the interval which elapsed between the departure of last mail and the 30th ult., there was an extremely active demand in the Liverpool market both from the trade and from speculators, and prices gradually advanced until quotations exhibited a rise of ⅛d. to ¼d. above those given in our last issue. On the 1st inst., however, the strong speculative feeling which pervaded the market was greatly modified, and the demand from the trade being less active there was not so much buoyancy exhibited by holders, and sales were more freely made, without, however, materially affecting prices. Since the 1st inst. there has been a less active demand, and the speculative element has almost entirely disappeared. The supplies are larger, and on the part of holders there is certainly more anxiety to realise. The quotations "on the spot" are about ¼ lower. For arrival the more recent transactions have been at the following rates:—Dhollerah, fair new merchants, due, 8¼d.; Oomrawuttee, fair new merchants, due, 8¾d.; and Comta, fair new merchants, September sailing, 8d. The London market has, on the whole, followed the course of that at Liverpool, and has assumed a much quieter tone than had previously obtained.

COFFEE.—The market has been well supplied with all descriptions of Coffee, and prices have, on the whole, been fully maintained. Several parcels of Native East Indian and Native Ceylon were held back until the result of the Dutch sale of Java Coffee was known, and have all been sold at an advance of 1s. to 2s. At the Dutch sale 77,000 bags Java were sold, at an average advance of 1 cent; this result has added to the stability of the position of Native Ceylon in our market, and real good ordinary may now be quoted at 51s. to 52s., and bold at 60s. to 61s. The better qualities of Plantation Ceylon are more inquired for, the home trade not being well supplied, and a few parcels of superior quality have sold at higher prices; common Plantation remains steady. At the auctions of the 3rd inst. there appeared less disposition to buy except the medium and finer qualities of Plantation Ceylon, which realised former prices. The Native Ceylon and the commoner descriptions of Plantation

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were for the most part withdrawn no offers being made at current rates, and holders firmly refusing any concession.

COIR GOODS.—The supply of Yarn brought forward has been rather small, but, nevertheless, the demand was not active, and the greater part sold at rather lower prices. Rope and Fibre sold slowly at steady prices. Of 72 tons Ceylon Yarn about 54 tons sold, common to good common at £28 to £30, middling to good midddlig £33 10s. to £36 15s. Of 19 tons Ceylon Fibre 4 tons good mattress sold at £26.

CUTCH.—There has been a steady market since our last report, and of 1,425 packages Pegue at the auctions about half was sold at 28s. to 29s. 6d. per cwt. for fair and fine qualities.

COCOA-NUT OIL.—The market has remained extremely dull throughout the interval. Prices are 20s. per ton lower, but the decline has not been attended with any improvement in the demand. About 68 casks Ceylon have been sold since our last report.

CAMPHOR.—The improvement noticed in our last remained without check, and a large business was done in both China and Japan, until within the past few days, at £7 10s. to £7 15s. per cwt. The market has, however, again become dull, and the trade limited at the lower quotations.

GALLS.—The market for China is dull, and rates have declined. There is a great scarcity of Japan descriptions, and 50s. per cwt. has been offered, but there is none on the market. At the public sales 850 cases China have been offered, of which about two-thirds sold at 48s. to 49s. per cwt. for good qualities.

GUMS.—Benjamin: Generally rather cheaper; 42 cases Sumatra at auction mostly sold at £9 10s. per cwt. for good second quality; and £4 12s. 6d. to £4 15s. middling third. Copal: Of 160 cases Manila at auction half sold at 31s. per cwt. for fair, being cheaper. Damar flat; 128 boxes at auction, all retired. Gamboge: A small recent arrival, 7 boxes, sold firmly at auction, at £20 5s. to £21 per cwt.

GAMBIER.—The market since our last report has been steady, but quiet. Of 2,243 baskets at auction half sold at 16s. 9d. to 17s. per cwt. for middling; of 447 baskets Cubes a few only were placed at 21s. for ordinary blocky.

HIDES.—The sales during the past month comprise 4,448 buffalo hides at about last month's rates. Best selling at 5⅜d. to 6½d. per lb., a small parcel of exceptionally heavy average bringing 7¼d. per lb.; seconds, 4¾d. to 6d. per lb.; light, 6d. to 6¾d. per lb.

JAPAN WAX.—The rates have slightly declined, the offers at public sales having been 112 boxes, of which 56 boxes fine saucers realised £5 7s. 6d. per cwt.

MANILA HEMP.—The demand has considerably improved, and a large business has been done at a slight advance on the rates current at the date of our last report. By private contract about 1,200 bales have changed hands at steady prices, fair to good fair roping at £47 10s. to £48 10s.; at auction of 791 bales offered 270 bales sold at £49, fourth to first-class damaged £41 10s. to £48 15s., the remainder of the sound bought in at £48 10s. to £49 10s. The stock on the 1st inst. was 1,277 tons, against 281 tons at the corresponding date last year.

PLUMBAGO.—The business in Ceylon has been of fair extent, and a further advance has, in some instances, been effected. The public sales have comprised 484 barrels at 35s. to 43s. 6d. per cwt. for fair and fine lump, and 20s. to 21s. 6d. for dust.

PEPPER.—Black: The market has again had an upward tendency, a further advance of ⅛d. to ¼d. per lb. having been established. Of 2,941 bags Singapore at auction a few only quitted at 3⅜d. per lb.; and of 1,931 bags Penang three fourths sold at 3⅜d. for good, with Trang at 3¼d. to 3⅜d.; a corresponding advance also obtained privately, but at the close the demand is not animated. White: Again ¼d. per lb. higher, with much inquiry; 844 bags Singapore at auction mostly sold at 5⅞d. per lb. for good bold, and 5⅛d. to 5⅜d. middling to fair; 74 bags Penang retired; large transactions privately at 5¼d. to 5⅜d.

RICE.—A telegram to the effect that the cyclone at Akyab has greatly damaged the rice crop has had no influence on this market, which has been quiet throughout the interval. The quantity offered at auction has not been large, and the portion sold went at about previous quotations. A cargo of 720 tons Necranzie is reported to have been sold for arrival, and about 1,500 tons of new rice, spring shipment, have been taken at 10s. 3d., 10s. 6d., or 10s. 9d. for Necranzie, Bassein, or Rangoon. The demand for cleaned from the home trade has not been active, but a fair amount of business has been done at late rates for exportation.

SPICES.—Cinnamon: A further advance of 3d. to 4d. per lb. has been established, and 827 bales Ceylon sold at auction, first quality at 3s. 2d. to 4s., second 3s. to 3s. 6d., third 2s. 6d. to 3s. 3d., and fourth 1s. 10d. to 2s. 9d. Cinnamon Chips: 189 bags Ceylon chiefly sold, low thick bark at 7d., ordinary 8d. to 8½d., fair 10½d. Mace: The only sales have been 1 case middling Penang at 2s. 3d., and 1 case ordinary Singapore at 1s. 9d. per lb. Nutmegs: The market is quieter; but prices are maintained. At public sales 52 cases Penang, chiefly import 1861, sold at previous rates, 66 nuts to the lb. at 3s. 8d., 75's at 2s. 4d., 82 to 80's at 2s., 84 and 85's at 1s. 10d., 90's at 1s. 8d., 95's at 1s. 6d., 116 to 108's at 1s. 4d. to 1s. 5d., 175 to 133's at 1s. to 1s. 2d. Two cases limed Singapore sold at 1s. 1d., 12 barrels, 95's, indirect import, bought in at 1s. 8d.

SUGAR.—At one time during the interval there was a slight improvement in the demand, but it proved to be merely temporary, and the market is again extremely dull, prices, however, remaining steady. At the public sales 800 bags brown Penang (duty 8s.) have been bought in at 31s.; 6,478 bags Muscovado Manila, Iloilo, sold—common 26s. 9d., good 27s. 9d. to 28s., superior (duty 9s. 7d.) 30s. 6d. to 32s. 6d., and 597 bags brown Java (duty 8s.) withdrawn at 31s. By private contract 8,500 bags unclayed Manila (Zebu) have been sold at 27s. to 27s. 6d.

TIN.—There has been a fairly active business doing in Straits during the interval, quotations being steadily maintained throughout at £100 10s. to £101 10s. per ton cash, and £102 10s. three months' prompt, which are still the current rates. At the corresponding date last year the quotation for Straits was £90, and in 1866 £81 10s. The stock of Straits Tin in London is estimated at 1,595 tons, against 2,280 tons in 1867, and the quantity afloat for Europe is 559 tons, against 1,304 tons in 1867.

ARTICLES OF EXPORT.

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METALS.

The following is from Messrs. French and Smith's Circular:—

Since our last monthly price current transactions in metals have not been of an important character. Prices are generally firm, and in some instances show signs of advancing.

IRON of all descriptions maintains its value, and makers are generall well supplied with orders.

COPPER is fairly in demand for home consumption and export, but prices do not improve. Chili Bars have fluctuated between £68 and £70. Australian sorts have not been much inquired for. Burra and Wallaroo, £79 10s.; Bremer, £77; English Tough, £73 to £74; India Sheets £78 to £79.

TIN PLATES are more in demand, and higher quotations made. It is probable some still further advance may be obtained. The shipments in November, London and Liverpool, were 112,000 boxes, against 97,000 in 1867.

LEAD.—The early part of the month was quiet; the past week it has however, been more active, and prices stiffening. By the Board of Trade returns, January to October, it will be seen that the exports this year are in excess of the imports, which is a new feature in the trade.

SPELTER unchanged. The stock here, 30th Nov., 1,663 tons, against 2,739 tons at the same time last year.

MANCHESTER GOODS.

In shipping yarns the amount of business effected has not been large, in consequence of the higher prices spinners have been obliged to demand as a protection against a rising cotton market. The market closes strong, but there is a good deal of indisposition on the part of shippers to purchase. For home trade yarns the market has been steady, with about an average business. Sellers are asking an advance of about ¼d. per lb., but are not very successful in obtaining it. The advance, where pressed, checks business. We have still an inactive market to report for cloth. There was a slight increase of inquiry on the 2nd inst., but it led to little actual business. The quotations of cotton and yarn having advanced, manufacturers have had to ask higher rates for cloth, but there seems to be very little disposition to do business, even at previous rates. In the neighbourhood of Preston and Blackburn manufacturers are at length taking the only means likely to improve the present position of the trade, by lessening production.

Mr. Sam Mendel's Monthly Circular contains the following:—

The past month has been characterised by a great want of animation, and transactions have been unimportant in themselves, but collectively sufficient to prevent an accumulation of stocks. There is, however, but little actual fluctuation in values to report, though, were it not for the stronger and more active demand for cotton at Liverpool, it is likely that depression would have shown itself to a more marked extent. Producers find themselves quite unable to follow the upward movements in the raw material, and are influenced by them so far only that they show more or less readiness to do business at the current rates offered. Short-time working has been attempted in isolated instances, but the system has not been sufficiently organised to show beneficial results, and there is, generally speaking, a return to full time. Consumption has, however, no doubt, been considerably curtailed, and the firm attitude of holders of the raw material fails to meet with response from spinners and manufacturers. The expected relief from an active home trade demand is wanting, and we continue to have discouraging news from India, as might be looked for in face of the still excessive exports—the evil effects of which have been aggravated by a serious and widespread drought. Shippers to China are beginning to view with mistrust the large exportations to that quarter of superabundant stocks from the Indian markets, and are consequently restricting operations. Intelligence from America as to supplies of cotton is still vague and unreliable, and our market may be described, at the present moment, as being more supported by the position of the Liverpool market than by that of our actual local trade. A fair number of orders have, however, been given out over the past week or so. The month concludes with a greater readiness to accept current offers, and we have just a barely steady, but far from active market, with a tendency to increased stocks.

YARN.—Business to a fair extent has been transacted during the month, but the higher rates demanded by spinners, in view of the stronger position of the raw material, have to some extent served to keep operation in check. The principal business has been in Water Twist, 16-24s, 28-32s, for China and Japan. For the markets of India the inquiry has been unimportant. For home consumption manufactures buyers continue to operate with caution. The uncertainty of the future in cotton has tended to produce a quieter tone during the past few days, and at the close we have a far from active, but steady market.

GREY SHIRTINGS.—Transactions have not been individually large, though sufficient to prevent stocks increasing on manufacturers' hands. The descriptions in most favour have been 39 in. of good and approved qualities, which are held with considerable firmness. 45 in. have met with attention.

MADDAPOLLAMS.—A fair inquiry for these goods has been sustained throughout the month. This has been readily met by manufacturers, and stocks have in consequence been kept down to a moderate level.

QUOTATIONS.

	s. d.		d.
Grey Shirtings, 7 lbs.	8 4½	to	8 9
,, ,, 8¼ lbs....	—		10 0
Maddapollams	—		3 9
Long Cloths	—		9 9
T-Cloths	—		6 6
White Spot Shirtings	—		11 3
,, Brocade	—		11 6
,, Damasks	—		19
Cotton Yarn, Nos. 16-24	1 1½	to	1 3
Nos. 28-32	1 3	to	1 4

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LONDON PRICES CURRENT.

Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ½ per cent.

	s. d.	s. d.
ARROWROOT.		
(Duty 4½d. per cwt.)		
East India	0 1½	0 2½
CANES, Bamboo—each	0 0½	0 2½
Malacca	0 1	0 9
Partridge	0 0½	0 3½
Tonkin & Carolina ...	0 0½	0 0½
Rattans per 100	2 6	4 6
Good and fine „	5 0	7 6
CHEMICALS.		
Alum ... ...per ton	150 0	160 0
Antimony, ore ...	280 0	300 0
crude ...per cwt.	23 0	26 0
regulus	49 0	50 0
star	48 0	—
Brimstone, roll per cwt.	11 3	11 6
Calomel ...per lb.	2 5	—
Corros. Sublim. pr. lb.	1 11	—
Iodine, dry per oz	0 9½	0 10
Ivory Blk. dry, p. cwt.	—	—
Lime, Acet. wh. ...	12 6	21 6
Magnes. Carb. per ct.	42 6	—
Prussian Blue ...	1 0	1 10
Quinine Sulph., per oz.	—	—
British, in bottle ...	4 9	—
French	4 6	—
Vermilion, Eng. ...	2 6	3 0
China ...	2 7	2 9
COALS, best per ton	18 3	19 0
other sorts	15 6	17 6
COCHINEAL per lb.		
Honduras, black ...	3 2	4 5
silver ...	2 10	3 8
pasty ...	1 5	2 8
Teneriffe, black ...	3 0	5 0
silver ...	2 11	3 3
COFFEE, in bond per ct *(Duty 3d. per lb.)*		
Ceylon		
Native, fine bold ...	57 0	61 0
gd. and fine ord.	52 6	— 0
small and ordinary...	— 0	— 0
Plantation, fine ...	90 0	95 0
fine middling ...	89 0	— 0
good middling ...	78 6	85 0
middling	72 0	78 6
fin. ord. to low mid.	62 0	72 0
mixed and triage ...	25 0	54 0
Other British E. I.		
fine and superior ...	87 0	98 0
good and fine ...	83 0	86 0
mid. to good mid....	71 0	81 0
fine ord. to low mid.	60 0	70 0
good ord. Native ..	53 0	57 0
ordinary	51 0	52 0
Batavia, yellow ...	68 0	80 0
pale and mixed ...	47 0	65 0
Manilla...	44 0	58 0
Singapore	38 0	67 0
Sumatra	36 0	44 0
COTTON ...per lb.		
Surat	0 6¾	0 10
Sawginned Dharw ...	0 8¾	0 9¾
Madras, Tinnevelly ...	0 7¾	0 8½
North, and Westrn.	0 7¾	0 8½
Cocanada	0 7½	0 7½
Bengal and Rangoon	0 7	0 8
Scinde	0 7½	0 7¾
China	—	—
Egyptian	0 8½	1 6
Smyrna	0 7¾	0 10
Sea Island	1 10	5 0
Upland...	0 10	1 0
Mobile...	0 10	1 0
New Orleans	0 9½	1 0½
CUTCH.		
See Terra Japonica....		
DRUGS.		
Aloes, Hepatic, per ct.	100 0	180 0
Socotrine	150 0	260 0
Aniseed, Chi. Star ...	95 0	100 0
Beans, Tonquin, per lb.	1 2	1 6
Camphor, per cwt. ...	—	—
Japan	150 0	—
China	150 0	—
Cardamoms		
Malabar	—	—
good	9 0	10 0
inferior	6 0	8 3
Ceylon	2 10	3 0
Coroses Nuts, per cwt	12 0	16 0
Cassia Fistula ...	15 0	28 0
China Root	30 0	40 0
Cubebs...	40 0	—
Dragon's Blood, reed	100 0	220 0
lump	—	—
Galangal Root ...	16 0	18 0
Gentian Root... ...	16 0	17 0
Ginger, prsd. *(Duty 1d. per lb.)*	0 6	0 10
Ipecacuanha ... per lb	5 9	6 0
Isinglass, Brazil ...	3 6	4 6
Tongue sort ..	4 0	5 5
East India	2 3	4 2
Myrabolanes, per cwt.	11 0	17 0
OILS.		
Aniseed ...per lb.	11 6	13 0
Cassia	5 9	—
Cinnamon ...per oz	1 0	4 0
Citronel	0 2½	3 0
fine	0 3½	—
Clove ... ...per lb	2 6	—
Lemon...	3 0	3 6
Lemongrass ...per oz.	0 4½	0 4¾
Mace, expressed ...	0 0¾	0 2½
Nutmeg	0 4	0 7½
Orange ... per lb.	5 0	7 0
Orris Root .. per ct.	36 0	42 0

	s. d.	s. d.
DRUGS		
Rhubarb ... per lb.		
China, good and fine	5 0	9 0
gd mid. to ord....	1 0	4 6
Dutch trimd. ...	10 0	12 0
Saffron, Spanish ...	28 0	34 6
Squills...	0 1	0 2½
Tamarinds ...per ct.		
East India	30 0	32 0
Vanilla ...per lb.	10 0	16 0
DYE STUFFS.		
Galls, Buss. bl. per ct.	90 0	105 0
in sorts	80 0	85 0
white	50 0	55 0
China	50 0	51 0
Turkey, blue ...	—	—
Japan	48 6	50 0
Madder Root	—	—
Bombay	40 0	45 0
Orchella, Angola ...	30 0	37 0
Bombay	—	—
Turmeric	—	—
Bengal	21 0	21 6
Madras	19 0	28 0
Malabar	—	—
Java	—	—
China, &c.	28 0	32 0
GAMBIER.		
See Terra Japonica		
GUM ... ...per cwt.	£ s.	£ s.
Arabic...	—	—
E. I. fine pale ...	4 0	4 3
sorts, mid. to fine	3 0	3 17
garblings ...	2 0	2 15
Assafœtida, com. to gd.	3 0	5 0
Benjamin, Siam, 1st and 2nd	18 0	34 0
Sumatra, 1st and 2nd	7 0	12 0
Copal, Angola red ...	3 0	10 0
Manila ...per cwt	26s 6d	45s 0d
Dammar, Batavia, pale	90 0	95 0
Singapore	80 0	85 0
Gamboge, pkd. pipe...	£20 0	£22 0
Guaiacum ...per lb.	0s 7d	0s 11d
Kino ... per cwt.	60 0	120 0
GUTTA PERCHA.		
per lb. genuine ...	1 10	3 4
HEMP. per ton	£. s.	£. s.
Sisal	38 0	42 0
Bombay & Kurrachee	—	—
Manila...	42 0	51 0
good and fine white	70 0	90 0
China grass	—	—
COIR ... per ton		
Rope...	20 0	35 0
Yarn, good & fine...	44 0	80 0
ord. to fair ...	25 0	43 0
Bombay, cm. to fn.	—	—
Junk	—	—
Fibre	22 0	35 0
HIDES.		
Sourabaya & Batavia		
Ox and cow hides, dry, best, 6lb. to 10lb.	0 8	0 9½
Seconds	0 6	0 7
Thirds	0 4	0 5
Buffalo hides, yellow, best, 17lb. to 22lb. ...	0 6½	0 7½
Seconds	0 5	0 6
Thirds	0 3	0 4½
Dark, best, 20lb. to 28lb.	0 5	0 6½
Seconds	0 3	3 4½
Singapore,		
Ox and cow hides, dry, best, 6lb. to 10lb.	0 8½	0 10
Seconds & Thirds	0 5	0 8
Buffalo hides, best, 17lb. to 20lb. ...	0 5	0 6½
Seconds	0 4½	0 5½
Manila,		
Buffalo hides, best, 18lb. to 27lb. ...	0 4	0 5
Seconds	0 3	0 3½
HORNS, BUFFALO,		
Calcutta, Madras and Bombay, 11b. to 7lb., per cwt.	22 0	33 0
Singapore, 2½lb. to 4lb.	35 0	46 0
INDIA RUBBER, pr lb.		
East India	—	—
Assam and Pegu ...	0 11	1 2
Penang, &c.	1 5	1 8
LAC.		
STICLAC	60 0	68 0
METALS.		
IRON ... ...per ton	£ s.	£ s.
Welsh Rails in Wales	—	6 6
Welsh Bars in Wales	5 15	6 0
Welsh Bars in London	6 10	6 15
Staffordshire Bst. Bars in London	s. d. 152 6	s. d. 155 0
Staffordshire B. Nail Rods...	125 6	155 0
Staffordshire B. Hoops	165 0	180 0
Staffordshire B. Sheets	180 0	190 0
Scotch Pig No. 1 in the Clyde	54 0	59 6
Swedes Bars in London	200 0	210 0
Swedes Steel in kegs, ¼ in. and ⅝ in. ...	300 0	316 0
COPPER		
Ore ... per unit	260 9	280 0
	£ s.	£ s.
Chill Slabs per ton	—	68 10

	£. s.	£. s.
METALS.		
Spanish Cake... ...	—	70 0
Australian Burra ...	—	79 10
Australian Wallaroo...	—	78 10
English tough quality	74 3	75 0
English best selected	—	77 0
English Sheets,—		
Sheathing, &c. ...	78 0	80 0
English Bottoms ...		
rolled	—	83 0
English Bottoms ...		
hammered	—	88 0
	s. d.	s. d.
Yellow Metal Sheets, 4 by 4 ft. ...per lb.	—	0 0¾
Yellow Metal Sheathings and Rods ...	0 6¾	0 7
LEAD. ... ...per ton	£. s.	£ s.
Pig, W.B.	—	425 0
Pig, other brands ...	380 0	387 6
Spanish soft, ex ship	367 6	370 0
Sheet	—	400 0
Shot (kegs extra) ...	440 0	445 0
White (kegs extra)...	540 0	600 0
Red (kegs extra) ...	415 0	401 0
SPELTER....		
Silesian	500 0	512 6
English (smelted from ores)... ...	—	407 0
ZINC.		
English Sheet ..	501 0	520 0
MOLASSES, *duty 3s. 6d.*)		
East India	—	—
OILS		
Cocoa-nut, Coch. p.tn.	51 0	—
Ceylon	49 0	—
Sydney	44 0	48 0
Rapeseed—Eng. pale	33 0	33 10
„ brown	31 10	—
PLUMBAGO.	s. d.	s. d.
Ceylon, Lump ...	27 0	44 0
Dust	14 6	22 0
German	7 0	10 0
PROVISIONS, per cwt.		
Butter—		
Cork, 3rd to 1st ...	120 0	134 0
Beef ... per tierce	£. s.	£. s.
Foreign, India ...	100 0	167 6
mess, and Ind. mess	100 0	120 0
Pork—		
Pickled middles ...	66 0	70 0
Irish, prime In. new mess. prime p. brl.	100 0	112 6
Foreign Ind. per trc.	—	—
mess per barrel	100 0	112 6
Hams, Irish	90 0	112 0
American ...	—	—
Lard, Irish bladder ...	76 0	84 0
keg and firkin ...	70 0	76 0
RICE ... per cwt.		
Bengal, white ...	9 9	15 6
red	—	—
cargo	8 6	9 0
Ballam and Moonghy	9 0	9 6
brkn. and ord. white	—	—
mid. to good white	—	—
Madras	9 3	10 0
Arracan	9 6	11 0
Maulmain	11 0	11 9
Rangoon and Bassein	10 0	11 6
Saigon...	9 0	10 0
Java	—	—
Patna-cleaned ...	16 0	23 0
Ballam do. ...	11 0	12 6
Rangoon do. ...	13 3	20 0
Java do. ...	20 0	35 0
SAGO (*duty 4½d. per cwt.*)		
Pearl, small (in bond)	19 0	20 6
large and medium	17 6	20 0
SALT (at the works in Cheshire, exclusive of 3s. lighterage) per ton		
common	5 6	—
butter	8 0	—
stoved, common ...	10 6	—
handed	12 0	—
bagged	—	—
Rock, large lumps ...	6 0	—
SALTPETRE. per cwt.		
Bengal, 6 p. c. or und	22 6	23 0
over 6 per cent. ...	22 0	22 3
Calcutta, 5 to 2 pr. ct.	—	—
12 to 6 per cent. ...	—	—
Scinde, refined ...	—	—
Madras	20 6	21 6
Bombay & Kurrachee low to fine	—	—
SEED.		
Rape per qr. 416lbs.		
Calcutta	50 0	—
Madras	52 6	—
Bombay	52 6	53 0
Japan	—	—
Teel per 384 lbs.		
Sesame or Gingly ...	64 0	66 0
SHELLS per cwt.		
Mother o'Pearl ...	—	—
China and Manila .	120 0	180 0
Singapore	—	—
Buffalo	—	—
West Coast, Black edge	—	—
Tortoise per lb.		
Manila	13 0	21 0
Other East India ...	7 0	18 0
West India... ...	9 0	15 0
SOY per gall.		
China	2 8	—

	s. d.	s. d.
SOY.		
Japan	— —	— —
SPICES per cwt.		
Cassia Lignea ...	— —	— —
Vera...	60 0	84 0
Buds	140 0	150 0
Cinnamon per lb.		
Ceylon, 1st quality.	2 8	3 8
2nd „	2 2	3 2
3rd „	1 10	2 10
Tellicherry	2 0	2 3
Cloves, Penang ...	0 10½	0 11½
Amboyna	0 5	0 6
Zanzibar	0 3½	0 4
Ginger per cwt.		
Cochin	31 0	120 0
Mace, 1st qual. per lb	2 6	3 4
2nd and inf. ...	1 6	2 4
Nutmegs.		
78 to 60 lb. ...	2 3	4 3
80 to 90 lb. ...	1 7	2 2
95 to 132 lb. ...	1 2	1 6
Pepper, black per lb.		
Penang and Batavia .	0 3¾	0 3¾
Singapore	0 3¾	0 3¾
white	0 5	0 6¾
SUGAR per cwt.		
Duties:—		
Ref. and Candy, 12s.		
Raw, 1st cl. 11s. 3d.		
„ *2nd cl. 10s. 6d.*		
„ *3rd cl. 9s. 7d.*		
„ *4th cl. 8s.*		
Penang, yell. and gray	32 6	36 0
brown ...	27 6	32 0
Manila, clayed ...	29 6	30 6
superior ...	— —	— —
unclayed ...	26 0	28 0
Java, gray and white	35 6	40 0
brown and yel.	27 6	34 0
China and Siam, white	34 0	39 0
brown and yellow...	27 0	32 6
TALLOW per cwt.		
East India	—	—
TAPIOCA (*Duty 4½d. per cwt.*) per lb.		
Penang and Singapre.	0 2	0 3½
Pearl ... per cwt.	25 0	28 6
	0 2½	0 2½
TAPIOCA FLOUR ...		
TEA (*Duty, 6d per lb.*)		
Congou.		
brown leaf, ord. ...	0 11	0 11½
good ord. to bst md.	0 11½	1 0
good export kinds .	1 0½	—
Kaisow, 1st & 2nd ...	1 6	2 10
bk. leaf, com. to gd.	1 0½	1 2½
medium to finest ...	1 7	2 4
Oopack and Moning .		
extra fine	2 6	2 8
Ning Yong and Oolg.	0 9	2 2
Souchong.		
fair to good ...	1 1½	1 8
fine to finest ...	1 10	2 6
Flowery Pekoe.		
fair to good ...	0 10	1 6
fine to finest ...	1 10	3 6
Caper, scented ...	0 9	2 2
Orange Pekoe, plain .	1 2	1 6
scented	1 0	2 6
Twankay.		
common to good ...	0 9	1 0
fine to Hyson kind .	1 0	1 1
Hyson Skin.		
common to fair ...	0 7	0 8
good to fine ...	0 10	0 11
Hyson, common ...	0 11	1 1
fair to fine	1 2	2 2
finest	2 4	3 8
Yg. Hyson, Can. kind	0 7	1 4
country kinds ...	0 11	2 10
Imperial	0 9	2 10
Gunpowder	0 9½	3 7
Japan, uncoloured ...	1 0	1 8
Assam	1 0	6 0
TERRA JAPONICA.		
Gambier per cwt.	16 9	17 3
free Cubes	21 0	23 6
Cutch	27 6	29 6
TOBACCO.		
(Duty 3s. per lb., and 5 per cent. and ½ per cent., equal to about 3s. 1½d per lb.) pr. lb.		
East India leaf ...	0 2	0 5
Japan leaf		
Manila cheroots ...	6 0	7 6
WAX per cwt.		
BEES'.	£. s.	£. s.
English	9 0	9 10
German	—	—
American	8 10	
Bombay	8 10	
Bengal	8 10	
E. I. white	10 0	
VEGETABLE.		
Japan	4 15	
WOOD—DYE, per ton.		
Red Sanders	7 15	—
Sapan, Bimas, &c. ...	9 0	
Siam	11 0	4
Cedar, Cuba .. per ft.	0 4	0
Ebony... ...per ton		
Ceylon	5 12	9
Satinwood ... per ft.	0 10	1
WOOL ... ...per lb.		
East India, white ...	0 7½	1
yellow and gray ...	0 2	1

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Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Nov28	Pampero	Morrice	Nagasaki	London
— 26	Twee Cornelissen	Kreye	Batavia	Off the Wight
— 28	Malvina Schutt	Meyer	Bassein	Falmouth
— 26	Maria	Sluyk	Sourabaya	Texel
— 30	Queen of the Seas	Reid	Manila	London
—	Josephine	—	Akyab, for Amstrdm.	Portsmouth
— 28	Alfred Storer	Cubitt	Maulmain	Falmouth
— 30	Norham	Henderson	Shanghai	Deal
—	Oscar	—	Maulmain	Clyde
Dec. 1	Queen of the South	Stephens	Colombo, &c.	London
Nov30	Courage	—	Bangkok	Liverpool
— 26	Maarten v. Rossem	Lascur	Padang	Brouwershaven
— 18	Merchantman	Mourilyan	Singapore	New York
— 18	Belvidere	Howes	Manila	Do.
Dec. 2	Early Dawn	Norrie	Saigon	Falmouth
— 2	Mist	Lincoln	Bassein	Do.
Nov26	Jeanne d'Arc	Bedex	Akyab, for Bordeaux	Porthalliguen
— 19	Wynaud	—	Colombo	New York
Dec. 3	Eliza Laing	—	Do.	London

DEPARTURES.

Date.	Ship.	Captain.	For.	From
Nov28	Lennox Castle	Talbot	Shanghai	London
— 28	Renown	Adams	Nagasaki	Cardiff
--	Continental	Hall	Singapore	Queenstown*
—	Baltic	Jessen	England and China	Sonderburg
—	Utrecht	Hooystraten	Java	Rotterdam
—	Honolulu	Hildebrandt	Bangkok	Hamburg
— 29	Adler	Schmidt	Galle	Liverpool
— 27	Corin	Gray	Hong Kong	Cardiff
Dec. 2	St. Andrew's Castle	McBain	Shanghai	London
—	Alice	Schuck	Macassar	Hamburg

* After repairing. † Not arrived, as before reported.

(See Commercial Postscript and Correspondents' Letters.)

SPOKEN.

EUROPA, Colombo to London, Oct. 18, 14 S., 7 W.

HOLSTEIN (brig), Macao to Falmouth, 65 days out, Sept. 12, 34 S., 25 E.

ANNA (Dutch barque), Batavia to Amsterdam, Nov. 8, 44 N., 19 W.

GENERAL RIGO (Dutch barque), Padang to Rotterdam, Oct. 25, 32 N., 33 W.

PROTEUS, for Hong Kong, Sept. 25, 39 S., 23 E.

HENRIETTA MARIA (ship), Amsterdam to Batavia, 39 S., 39 E.

GESINA MARIA, Amsterdam to Batavia, 19 Oct., 6 N., 22 W.

SALVADORA, for Manila, Oct. 12, 17 S., 31 W.

WEBFOOT, for Galle, 29 days out, Oct. 16, 1 N., 21 W.

CARLTON, Liverpool to Japan, Nov. 2, 6 N., 25 W.

POLMAISE, London to Shanghai, Sept. 14, off Gaspar Island.

CONTEST, London to Japan, Sept. 22, 13 N., 112 E.

ARIEL, London to Shanghai, Oct. 19, 4 N., 23 W.

NOACH II., Rotterdam to Batavia, Oct. 6, 8 N., 25 W.

NICOR (barque), ? Nicot, Amsterdam to Batavia, steering W.S.W., Nov. 12, 49 N., 6 W.

CHRISTIAN AND MARGARET, Amsterdam to Batavia, Oct. 21, 9 N., 25 W.

HAVELOCK, Shanghai to New York, Oct. 2, 4 N., 109 E.

PALESTINE, London to Colombo, Oct. 24, 22 days out, 7 N., 25 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports are dull, arrivals having been numerous; there is but little doing in coal freights from the Northern out ports.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight of meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear on Tyne per keel.—For Yokohama, £45. For Shanghai: £45. For Hong Kong: £36. For Singapore: £27. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 5s. For Shanghai: £2 8s. For Hong Kong: £1 17s. 6d. For Manila: £1 15s. For Singapore: £1 7s. For Galle: £1 2s. 6d.

CASUALTIES.

The Corin, Gray, from Cardiff to Hong Kong, put into Falmouth, Dec. 1, to stop a leak.

Advices from Amsterdam, dated Nov. 30, state that the Margarita (Spanish), de Olano, from Penarth to Manila, with coals, had been abandoned in a sinking state, in lat. 43 S., lon. 41 E.; 19 persons lost, remainder of crew saved, and landed at Batavia by the Jannetjee.

According to intelligence received from Rotterdam, dated Dec. 1, the Dordrecht (Dutch ship), Verhoeven, from Batavia, got on shore on the Banjaard, Nov. 30, and would probably become a total wreck; she had 12 feet of water in her hold, and had thrown overboard 800 bags coffee; part of the cargo would be transhipped into craft; crew and passengers saved.

The Continental, Hall, which sailed from Cardiff, Nov. 14, for Singapore, and arrived off Queenstown, leaky, sailed, after repairing, but has again put back to Queenstown, reported leaky. Advices from Lisbon, dated Nov. 28, state that the Australian, Sprague, from Newport to Singapore, which put in there, leaky, Nov. 23, was discharging.

The Dordrecht, Verhoeven, from Batavia, reported ashore, Nov. 30, on the Banjaard, has become a total wreck; 700 bags of coffee and some rigging have been landed at Brouwershaven, and 300 bags of coffee at Zierikzee.

MISCELLANEOUS.

At TABLE BAY, Oct. 27, Sarthe (H.T.F.M.), from Saigon, for Cherbourg; at Port Elizabeth, Oct. 24, Rorsfare, sailed for Batavia.

LAUNCHES.

On the 2nd inst. Messrs. Laurence Hill and Co., Inch Works, Port Glasgow-road, launced an iron clipper vessel of about 300 tons register, named the Jerfalcon. She has been built under special survey of Lloyd's, to class A A1, for Messrs J. M. Crawford and Fox, Greenock, for the East India trade, is rigged as a three-masted schooner, and has been fitted with all the most recent improvements. She will be commanded by Captain Alexander Fox, one of the owners. She was towed direct to Glasgow to load to load for Penang.

There was launched from the west shipbuilding yard of Messrs. Connell and Co., at Overnewton, Glasgow, also on the 2nd inst., a finely-modelled composite ship of 1,100 tons, built to class A A 16 years at Lloyd's. She has been built for James Findlay, Esq., of Langlands, Kilbirnie, especially for the tea trade, and was named the Windhover, when moving off, by Mrs. Findlay. The Windhover is a similarly modelled ship to the Spindrift, and will be despatched with the first ships from Foochow next season.

Messrs. Randolph, Elder, and Co. have launched from their shipbuilding yard at Fairfield, Glasgow, the Columbus, a composite sailing ship of 825 tons builders' measurement, and of the following dimensions:—Length over all, 199 feet; breadth, 31 feet; and depth (moulded), 19 feet 7 inches. The Columbus has been built to the order of Messrs. John Lidgett and Sons, of London, and is intended to trade to the East.

A new Inman liner, the City of Brooklyn, has been launched on the Clyde, from the building yard of Messrs. Todd and M'Gregor, at Partick. Her dimensions are:—Length over all, 370 feet; breadth, 42 feet; depth, 28½ feet; and she is 3,000 tons builders' measurement. She is to be propelled by horizontal direct-acting surface condensing engines, of 450 nominal horse power, but working up to 2,000. She will have very extensive passenger accommodation, and her internal arrangements for that purpose, and generally, will resemble those of the other first-class ships of the company she belongs to. The launch, which was witnessed by crowds of spectators on both sides of the river, and also by a select company within the building-yard, was completely successful.

LOSS OF THE "BENARES."

(To the Editor of the London and China Telegraph.)

SIR,—The loss of the *Benares* is now an old affair, and might with advantage be consigned to oblivion but for the inaccurate statements which are now and again made in referenes to it; such are those which appear in your issue of the 16th inst., under the authority of Captain McCulloch, and called forth, it would appear, by a letter signed "A Passenger," in your issue of the 5th of October, which I have only just seen for the first time.

I am sorry to be obliged to deny the accuracy of Captain McCulloch's defence, and to sustain "A Passenger's" assertions in every particular. There was no officer sent away in the gig, and of its crew only three Chinamen were found there when the boat was shoved off from the steamer; some of the passengers, accordingly, had to do the duty of the absentees, and did it effectively and cheerfully. The passengers did not take the matter into their own hands, but were, myself included, ordered into the gig by Captain McCulloch, and the gig was by no means the first boat to leave the steamer's side, as the captain would imply, for one of the cutters had been previously filled, also by the captain's orders, with the Chinese passengers. I do not wish to go into the question of whether the gig, the smallest boat but one of the ship, and manned as described, was or was not a proper conveyance to put the European passengers into, but most assuredly "there was no compass, not an atom of biscuit nor a drop of water in her." Captain McCulloch states, in explanation, that she was not provisioned, because intended to remain alongside, and that the passengers were only put into her as a precaution in case she should heel over.

It is, nevertheless, a fact that every man and officer were sent out of the steamer as soon after the passengers as they possibly could be, for the simple reason that she was expected every moment to capsize, and what then, let me ask, would have become of the provisions so carefully reserved for and from us? Moreover, not only the gig, but all the boats, were undoubtedly intended to keep on and off close to the wreck, but we well know that in the darkness of night, and in a strong current, three were carried out to sea, and had they not, in God's mercy, been picked up by the steamer *China*, about eight hours afterwards, I shudder to think of the sufferings their crews would have been subjected to from the same neglect to provision the boats which "A Passenger" has so justly commented on in the gig's case.

The boat stations on board the P. and O. steamers are well organised, no doubt, and on occasions, as in the *Singapore's* case, have, even with a native crew, worked remarkably well; but at any time, and more especially at night, and in a critical position, they require to be directed with energy and decision. Suffice it to say that on board the *Benares*, on the night of the 23rd of May, 1868, they proved anything but a success.

The injudicious and incorrect denial by Captain McCulloch of the statements of "A Passenger" alone prompts me thus to address you.—I remain, Sir, your obedient servant, ANOTHER PASSENGER.

November 28, 1868.

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NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., published on the 1st January, 1869, will contain a Revised List of the Foreign Residents at all the open ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense will be spared to make this the most accurate publication of the kind ever offered to the public.
Price, complete in one volume, 3 dols.
Orders received by, and all communications to be addressed to the Publisher, "London and China Telegraph," 2, Cowper's-court, Cornhill, E.C.

OUR DEAR OLD CHURCH OF ENGLAND. New National Song. Dedicated by special permission to the Right Hon. Benjamin Disraeli.
THE NEW NATIONAL SONGS, each post free for 19 stamps; also, for a brass band, 6 stamps each.
No. 1. God Bless our Sailor Prince. Stephen Glover.
No. 2. Our Dear Old Church of England. J. L. Hatton.
No. 3. The Soldiers of Our Land. By ditto.
No. 4. The Gallant Tars of England. By ditto.
No. 5. God Bless the Prince of Wales. By Brinley Richards.
No. 1 and 5 for four voices, 3 stamps each.
THE ZOUAVES' RETREAT MARCH, for the Pianoforte. By Stephen Glover. 2s. 6d.; free by post for 16 stamps.—London: ROBERT COCKS and Co., New Burlington-street.

HOLLOWAY'S OINTMENT AND PILLS.—Hereditary predisposition, exposure to cold, and errors of diet subject thousands to sickness who fear to seek medical aid, because their means are too narrow to discharge its heavy cost. Rheumatic and gouty affections soon yield to the soothing influence of Holloway's medicaments. After fomentation the Ointment only requires to be well rubbed on the part affected to lessen the inflammation, and to subdue the throbbing pain. It leaves behind neither swelling, stiffness, nor lameness. By carefully attending to the instructions folded round Holloway's remedies, recent pains in muscles, joints, and sinews may be radically overcome, and mobility be restored in chronic cases where rigidity had resulted.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China and Japan. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. No Commission is charged to Subscribers to the "LONDON AND CHINA EXPRESS" on the execution of orders for personal requisites. To Non-Subscribers the terms are Two-and-a-Half per cent. on Orders over £50, and Five per cent. on Orders for a less amount. Purchases and Sales of Bank or other Shares, Government Securities, &c., effected at ¼ per cent.

Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

WHARVES.

SINGAPORE.

NOTICE.

THE undersigned call the attention of Masters and Agents of Vessels discharging at this Port to the great advantage to be gained in point of convenience, despatch, and economy, by making use of their WHARVES at NEW HARBOUR.

With the assistance of Steam Cranes, a general cargo can be landed easily in a few days—or in about one-fifth of the time usually occupied discharging in the roads.

There are large, dry, and very commodious brick Godowns on the Wharves, which vessels have *free* use of for cargo while discharging.

The trouble and disputes with, and pilfering of cargo common among boatmen are avoided by vessels using the Wharves.

Cartage of cargo to the town (which is within easy distance) is guaranteed to be not more than lighterage from the roads, and the coolie hire discharging alongside is less.

There is always a large stock of the best English and Welsh coals on the premises, which are supplied to steamers at the lowest market price, and vessels going alongside to take in or discharge coals pay *no* wharfage.

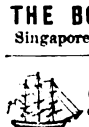
Vessels discharging cargo pay a wharfage of 20 cents per ton—a trifling charge when the immense advantages gained are taken into consideration.

Arrangements have been made by which all repairs to ships or steamers can be done with despatch while the vessels are lying alongside the Wharves.

There is an efficient European pilot on the premises and, when required, a steam tug is always available.

THE BORNEO COMPANY (LIMITED).

Singapore, April 6, 1868.



JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo ..	Granville...				Dec. 5
Carwar, Mangalre., Calicut, & Cochin.	Alphington.	A1 12 yr	326	L.D.	Dec. 10
Do. & Cannanore,..					

No. 22, Great St. Helen's, E.C.

OVERLAND ROUTE.—Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for

GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY, CEYLON, MADRAS, CALCUTTA, BATAVIA, PENANG, SINGAPORE, CHINA, JAPAN, AUSTRALIA, KING GEORGE'S SOUND, MELBOURNE, SYDNEY, &c., &c.

From Southampton, every Saturday.

From Southampton every fortnight—the day of departure being Saturday.

From Southampton, once a month—the day of departure being Saturday.

The Steamers leave Marseilles every Sunday.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 9th, 16th, and 24th, and from PANAMA on the 1st, 9th, 17th, and 24th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA, *en route*) thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.

Inman Line, leaving Liverpool every Wednesday.

National Line, leaving Liverpool every Wednesday.

Guion's Line, leaving Liverpool every Tuesday.

Hamburg-American Line, from Southampton every Friday.

North German Lloyd's Line from Southampton every Tuesday.

And at Panama by the steamers of the

Royal Mail Line, from Southampton on the 2nd and 7th of month.

West India and Pacific Line, from Liverpool 15th and 20th of month.

Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month at 4.30 P.M. for—

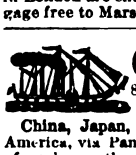
MESSINA, ALEXANDRIA, ADEN, OINT DE GALLE (Ceylon), PONDICHERRY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month at 4.30 for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co. Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendome, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto. 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co., Agents 8, Austinfriars, London, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, New Zealand and Australia, Japan and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

For New Zealand and Australia ... ... — 2nd of each month.

For Japan and China ... — 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

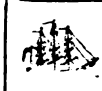
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Singapore ...	Eleanor	A1 13 yr.	W.I.D.	With des.
Shanghae ...	Burdwan ...	A1 15 yr.	W.I.D.	Dec. 9
Hong Kong	Chusan	A1 14 yr.	W.I.D.	With des.
Hong Kong	Carmarthenshire	A1 14 yr.	W.I.D.	To follow
Kanagawa...	Evelyn	A1 13 yr.	W.I.D.	With des.
Tientsin and Cheefoo ...	Eleanor	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghae ...	Argonaut ...	A1 —	E.I.D.	Dec. 8
Do.	H. Nicholson	A1 12 yr.	E.I.D.	Dec. 19
Hong Kong..	M. Nicholson	A1 13 yr.	E.I.D.	With des.
Do. & Fchow	Kaisow (n.)	A1 16 yr.	E.I.D.	To follow
Yokohama (Kanagawa)	Deerfoot.....	A1 10 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

NORTH CHINA MARINE INSURANCE COMPANY.

ESTABLISHED IN SHANGHAI, 1863.

DIRECTORS.

W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman.

E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.

F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.

A. Michie, Esq., Messrs. Chapman, King, and Co.

E. H. Lavers, Esq., of Messrs. Gilman and Co.

John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and Co., Agents, Hatton-court, Threadneedle-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th inst. In the high tides of the North-East Monsoon there will be a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is now in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

Singapore, Oct. 24, 1868. E. M. SMITH, Manager.

Last Shipping Day, 28th December.

DIRECT for SHANGHAI, the clipper ship SILVER EAGLE, A 1 13 years, 903 tons register, G. CASE, Commander; loading in the East India Docks. This splendid fast-sailing vessel, well known in the trade, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, London.

With very quick despatch.

DIRECT for BOMBAY, the magnificent iron clipper ship LORD STRATHNAIRN, AA1 1,267 tons register, C. W. REID, Commander; loading in the East India Docks. This beautiful vessel, built in 1867, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, London, E.C.

With immediate despatch. To follow the "Spirit of the North," having the greater part of her cargo engaged.

DIRECT for COLOMBO, the splendid high-classed regular trader, GRANVILLE, A1 15 years, 696 tons register, G. GALLICHAN, Commander; West India Docks. This very high-classed vessel, so well known in the Ceylon trade, is confidently recommended to shippers. Has unrivalled accommodation for passengers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Benthuther." Last Shipping day Dec. 15, 1868.

DIRECT for MANGALORE, CANNANORE, or CALICUT and COCHIN, the beautiful clipper ship ALPHINGTON, A1 twelve years, 326 tons register, J. CAINES, Commander; London Docks. This magnificent high-classed clipper, built under special survey, offers a first class opportunity to shippers of fine goods.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

To Sail punctually on the 10th of December.

FOR KURRACHEE, the fast-sailing ship SOUTHERN QUEEN, A1, 790 tons register. East India Docks.

For Freight apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail punctually on the 17th of December.

FOR KURRACHEE, the splendid new ship WILLIAM LINDSAY, AA1, 959 Tons Register, W. GALLOWAY, Commander; East India Docks.

For Freight, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To Sail punctually on the 24th of December.

FOR KURRACHEE, the fast-sailing Ship GLENCOE, AA1, 746 tons register; JAMES STEWART, Commander, East India Docks.

For Freight, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. To sail 12th December.

FOR HONG KONG, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert-Steele and Co., Greenock), 858 tons register DAVID MUIR, Commander; East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. To sail on December 30.

FOR HONG KONG, the well-known Workington-built clipper, DUNMAIL, A1 14 years, 771 tons register, PETER THOMPSON, Commander; East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C.

To Sail on the 10th of December.

FOR SHANGHAI, the splendid clipper ship GOLDEN SPUR, A1 14 years, 657 tons register; ALEXANDER RONALD, Commander, East India Docks.

For Freight apply to SHAW, LOWTHER and MAXTON 2, Royal Exchange-buildings, E.C.

To Sail on January 5.

FOR SHANGHAI, the splendid clipper WILD DEER, A1 14 years, 1,016 tons register, JAMES SMITH, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES, CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

DINNEFORD & CO.,

CHEMISTS, &c.,

172, NEW BOND-STREET, LONDON.

And of all other Chemists throughout the world.

N.B.—Ask for DINNEFORD'S Magnesia.

THE LONDON & CHINA TELEGRAPH.

THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroa by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg	MR. ONCKEN.
Amsterdam	LOMAN & VERSTER.
Rotterdam	HOOG & KRUYT.
New York	WM. H. FOGG & Co., 32, Burling Slip.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Labuan, Sarawak, and Singapore	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
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Batavia	HUNTER, HOUGHTON, & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, & Co.
Hong Kong, Canton, Macao and Swatow	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY & Co.
Foochow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON
Nagasaki—Japan	PIGNATEL & Co.
Yohokama	WATKINS & HANSARDS.

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Dec. 7, 1868.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. X.—No. 300.] LONDON, MONDAY, DEC. 14, 1868. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN — Osaka and Hiogo	—	—	Oct. 17
Yedo	—	—	Oct. 21
Yokohama	Aug. 28	Oct. 19	Oct. 22
Nagasaki	—	—	Oct. 21
Hakodadi			
CHINA — Peking	—	—	Oct. 19
Tien-tsin	—	—	Oct. 22
Chefoo	—	—	Oct. 24
New-chwang	—	—	Oct. 25
Hankow	—	—	Oct. 23
Kiu-kiang	—	—	Oct. 24
Chin-kiang			
Shanghai	Aug. 28	Oct. 13	Oct. 28
Ningpo	—	—	Oct. 25
Foochow	—	—	Oct. 25
Formosa—Tamsuy			
Amoy	—	—	Oct. 26
Swatow			
Hong Kong	Sept. 18	Oct. 27	Nov. 3
Canton	—	—	Nov. 2
Macao	—	—	Nov. 2
PHILIPPINES — Manila	Aug. 28	Oct. 14	Oct. 28
COCHIN-CHINA — Saigon	—	—	Oct. 30
SIAM — Bangkok	—	—	Oct. 27
BORNEO—Labuan	—	—	Oct. 20
Sarawak	—	—	Oct. 29
JAVA — Batavia	—	—	Nov. 5
MALACCA STRAITS — Singapore	Sept. 24	Oct. 28	Nov. 10
Penang	Sept. 24	Oct. 26	Nov. 12

THE MAILS, &c.

The next inward mail will be that which left Hong Kong Nov. 17, and passed Galle Dec. 1; it will be due here on the 28th inst.

The outward English and French mails leave this month almost simultaneously, on the 17th and 18th; a similar collision will not, however, occur again, as the new system under which the French mails will be made up on a fixed day of the week will positively come into operation next month, the first departure from London being Thursday, Jan. 21.

No later telegrams have been received since the date of our last issue; those in advance of the mail of Hong Kong, Dec. 1, may be looked for about the 19th.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O steamer *Ceylon*, arrived Dec. 11.—From Yokohama: Mr. Dapsini, Mr. Botts and servant, Mr. Cicoquera, Mr. Bresciani, Mr. Bottoqueri, and two second-class passengers. From Shanghai: Mr. Trautman, Mr. P. Wilkins and servant. From Hong Kong: Mr. Chapman, Mr. Schoefield. From Batavia: Mr. Van der Linden. From Singapore: Mr. Worcester. From Galle: Mr. Rossiter, Lieut. Falkner.

To Southampton, per P. and O. steamer *Bangalore*, expected to arrive Dec. 18.—From Yokohama: Mr. Martin, Captain and Mrs. Mason and two children, Mr. and Mrs. Allen and child, Mr. Duffey, Mr. Hutton. From Shanghai: Mr J. R. Barnes, Mr. Y. Jackson, Mr. J. Jackson, Mr. G. Wright. From Hong Kong: Mr. J. McKenzie, Mr. Davie. From Galle: Mr. Newnham, Lieut. Sugden, Mrs. Pole and three children, Mutoo Swaney, Captain Davis.

To Gibraltar.—From Hong Kong: Mr. J. Magoules.

By last Bombay mail to Marseilles, per P. and O. steamer *Pera*, arrived Dec. 4.—From Hong Kong: Mr. C. A. Wild.

PASSENGERS OUTWARD.

Per P. and O. steamer *Ripon*, from Southampton, Dec. 12.—To Shanghai: Mr. Long. To Singapore: Mr. L. Kirby, Mr. F. A. Fox. To Ceylon: Miss Duncan.

Per P. and O. Steamer *Delta*, from Marseilles, Dec. 20.—To Ceylon: Mr. Faviell, Mr. Wall.

Per P. and O. steamer *Syria*, from Southampton, Dec 26.—To Hong Kong: Mr. H. Clerke, R.N., Commander F. C. B. Robinson.

Per P. and O. steamer *Massilia*, from Marseilles, Jan. 3.—To Hong Kong: Mr. F. Leyburn. To Singapore: Mr. C. H. Watkins, Mr. A. Jacob. To Ceylon: Mr. B. F. Pinco.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port our advices by the present mail extend to the 22nd of October. The outward mails of the 18th and 28th of August were received on the 12th and 19th of October respectively. According to the *Japan Times*, the *Dupleix*, French mail steamer, on her homeward voyage took over 3,000 boxes of silkworms' eggs, while the *Sunda*, the special P. and O. steamer, got somewhat less, the weather being unfavourable for the shipment of such delicate cargo at the time of her departure.

The following summary of news is from the *Japan Times*:—

We announced the departure of H.M.S. *Rattler* on the 9th September on a mysterious mission to the North, whose object was supposed to be a scrutiny of the Russian stations in certain islands north of Japan. We have now to discharge the painful duty of recording the total loss of this fine ship. She struck early in the morning of the 24th September on an unknown reef in a bay, of which one of the points is Cape Nosseyab, the N.W. point of Yesso. The weather was quite calm, and the water was perfectly smooth; had there been any breeze, in fact, the accident would not have occurred, as breakers would have been visible. The ship was under slow steam, with leads going in both chains, and giving nine or ten fathoms, when suddenly she passed into sharp, wall-like ridges of rock, and remained fast. Every effort was made to get her off, without avail, and the guns, crew and passengers, Messrs. Adams and Satow, of the British Legation, were accordingly landed, with a large portion of the stores. The Japanese behaved extremely well, and did all they could for sixteen days to assist the shipwrecked crew. News having reached Hakodate, H.I.M.S. *Dupleix* immediately started to the rescue, and on the afternoon of the 17th Oct. came into port here, with all safe on board. Nothing could possibly exceed the kindness and attention of Captain Du Petit Thouars, his officers and crew, the *Dupleix* for the time being placed so entirely at the disposal of his guests as to be almost virtually a British ship. The *Ocean* went out on the 15th, unfortunately, to look for the *Rattler's* people; of course her errand is a bootless one, but the cruise will do the ship no harm, and it is to be hoped that it will be of service to her popular commander, Captain Stanhope, who has lately been seriously ill.

We are beginning to hope, with some show of reason, for a change for the better in politics here. The Mikado attained the period of his majority on the 13th, so that one excuse for discord—the presence of a minor on the throne and consequent government by a regency—is removed. Foreign Powers, at all events, may have the Sovereign of Japan for their ally, if they seek alliance with this country, and longer delay in recognising a potentate whose authority is universally acknowledged by all classes of Japanese becomes inexcusable, and harmful alike to the interests of this country and to those of foreign trade. The men who are resisting his authority have always been rebels, but they have attempted to justify their rebellion by alleging his youth, and that his edicts have been given his own but those of the Southern chiefs who surround h[illegible] this excuse is not fairly admissible, even in the case of a minor, [illegible] it has been occasionally admitted; but the faintest show of right is taken away from the Northern party now that the period of minority is terminated, and the Mikado may justly claim from all the Western nations trading with Japan full recognition, and full observance, too, of the Treaties under which that trade is carried on. The clause (Article XIV. in the British Treaty) which forbids the sale of munitions of war to any customer but the Government, ought at once to be strictly put in force. Success in war has become now so much a question of superiority of weapons, that if the Mikado could keep ironclad ships and quick-loading rifles out of the rebels' hands, and preserve the monopoly in them for his own troops, he might put down the rebellion in a few months, unaided by foreign material

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force, and commence the work which his advisers want him to do, but which can only be done during peace. The question is daily drawing nearer and nearer to an open statement, "Is it not England's duty to her trade to give the Mikado the same assistance she gave to the Emperor of China?"—but before we send for Colonel Gordon it would be well, perhaps, to see whether the development of this country's resources and our own trade, both impossible in the present state of war, may not be placed within the reach of the legal authorities of the country, by simply compelling our traders to conform to the treaties and trade regulations. So long as foreign merchants are encouraged and supported by the vacillating and contradictory policy of the foreign representative as a body, who seem prepared to acknowledge the Mikado in one port and any rebel Daimio in another who may chance to be in temporary possession of it, so long will foreign merchants sell ships, arms, powder, and shot to all parties with true tradal impartiality.

Fortunately, time is working on the right side, and every day strengthens, consolidates, and extends the Mikado's power and the moral influence of his government, while the Northern party, such as it is, is breaking up. The news of the fall of Nee-e-gata, which we gave a month or five weeks ago, is confirmed, while on the other hand details which have reached us respecting the move of the Tokugawa admiral, reported in our last, show us that it is less menacing to the Imperial power than was at first supposed. The house of Tokugawa is divided against itself. The circular addressed to the Foreign Ministers did not come from any competent representative of the clan, but from the Admiral himself, and his leaving Yedo with the *Kai-yo-mar* and the rest of the fleet was an independent, unauthorised step of his own. The chief of the house is Yoshihisa, as our readers are aware, and the legal head of the party left in Yedo was Kame-no-ski, a relative of his. Yoshihisa, true to the line he wisely and loyally took last February, has remained quietly in Tsurunga, in complete submission to the Mikado's orders, and now Kame-no-ski, with the most influential men of the clan, have joined him there. They left in the *New York*, on the 8th inst., and we have heard of their having landed there in safety. Tsurunga is the ancient seat of the house whence Iyeyas came in 1568, a baron in the train of the Daimio Imagawa. How Iyeyas deserted after Imagawa's defeat by Hideyoshi (the great Taiko-sama) and attached himself to that chief, how his long and valuable service to Hideyoshi was afterwards requited by the gift of the eight provinces, with Yedo for a capital, and how he ultimately usurped supreme power in self—these are all matters of history. His descendant, Yoshihisa, is now ordered back to the original seat of the family, but with a large revenue and the position of a great Prince, instead of that of an inferior baron, and he has wisely accepted the change of fortune. What the admiral can do in his career as a sea-king remains to be seen; there is little to prevent Yoshihisa from rising to power in the councils of a Mikado ruling as chief of a constitutional monarchy of the European type.

Nee-e-gata having been taken, the northern rebels have fallen back from all parts of the west coast. A long list of powerful Daimios is named as under orders to take the field against them, but it is doubtful whether much will be done until the spring. Meanwhile, the advantage decidedly remains with the Mikado's troops. A great disaster has happened to his navy, however, for we have to record, we are sorry to say, the loss of four of his ships, which have all been wrecked somewhere on the West Coast. The *Fusiyama*, too, the American corvette sold to the Japanese by General Pruyn, suffered greatly during the same gale. This news comes to us from a thoroughly reliable source. It proves conclusively the wisdom of the Mikado taking competent foreign officers into his pay, and conversely the extreme folly of the recent neglect of the English naval mission, which has compelled its resignation. Still, on the whole, the summer campaign has resulted favourably for the Imperial arms. We yet persist in advising a compromise as the best and quickest solution of the difficulties now existing. Though we have no doubt of the ultimate victory of the Mikako's Government, still it may be long deferred, and may cost so much blood and treasure as to make it too costly. To procure such a compromise should be the aim of all friends to Japan and foreign trade.

We have nothing of much moment to record respecting commercial matters. A Chamber of Commerce has been established at Hiogo, which will, we trust, be affiliated with our own, and, under the able presidency of Mr. A. O. Gay, and with the strong committee which has been appointed to hold office until January 1st, 1870, will, we have no doubt, prove of great usefulness to the growing tradal interests there. The following gentlemen compose the ruling body:—Messrs. Gay (chairman), Kenneth, McKenzie, St. John, Browne, Korthals, and Blydenburgh. Trade is decidedly improving at these new ports, and a powerful dredging machine having been procured, an attempt will probably be soon made to clear the bar, when the value of Osaka as a port of entry will appear. From the North we hear of Mr. Erasmus Gower's successful work at the coal mines of Iwanai. He has nearly two miles of road already constructed to carry the coal down to the sea, and has just taken up from Hakodadi his rails and rolling stock; he has found coal of good quality in thick seams, and there is no doubt of the speedy development of this part, at least, of the resources of Japan.

Every one is complaining that our new municipal director is as incapable as the old one. So much for universal suffrage; it produces results as bad as despotism, and so extremes ever meet. We want, of course, self-government by representatives of land-renters and householders, and until we get such a system, Yokohama will be always deteriorating in every particular in which a town ought to improve. We have no pavement, no drains, no police, no light, no order, decency or comfort of any sort; yet we pay the Japanese Government many thousand pounds a-year on the express condition that we are to have all these in exchange. But the subject is one of which we are utterly weary, and in which no one outside of Yokohama can have any interest, so we need not pursue it.

THE WRECK OF THE "RATTLER."

The *Rattler*, sloop, seventeen guns, 952 tons, left Yokohama on the 9th September last, having on board Messrs. Adams and Satow, of the British Legation. For some years Russia has been making gradual encroachments on the Island of Saghalien, north of the Japanese Islands proper, to which we have more than once drawn attention in these columns. Lately, rumours reached Yokohama that an attempt was making to encroach still further, into the Island of Yesso, in fact, and to establish or dissipate these reports was the object of the *Rattler's* cruise. They turn out to have been without foundation, but a heavy price has been paid for the information.

The *Rattler* touched at Hakodadi, took in coal and wood and passed up along the west coast of Yesso. The first point at which she looked in was Iwanai, a small port within a couple of miles of which is a coal mine, worked for the Japanese Government by an English engineer, Mr. Erasmus Gower. Passing Strogonoff Bay, into which falls a considerable river, navigable for several miles, the *Rattler* proceeded into the Straits of La Perouse, between Saghalien and Yesso, and entered Romanzoff Bay, in which is situated the village of Soya, a point particularly requiring examination. Soya is the extreme Japanese station on the Island of Yesso, whence travellers pass across to Saghalien, a distance of forty to fifty miles. Romanzoff Bay has for its north-west point Cape Nosseyab, the extreme north-west point of Japan, the other horn being Cape Soya. On entering this bay in the early dawn of the 24th September everything lay fair and calm before the ship, not a breath of wind ruffled the surface of the sea, and the lead gave nine to ten fathoms in both chains as she slowly and cautiously felt her way in. Suddenly, a few minutes before six—when the leadsman had just given eight fathoms, and was swinging for another cast, she struck. It was soon seen that she was in an almost hopeless *guet a pens*. Under the deceptive calm water lay a series of reefs, stretching in long succession right in front of the port, and about a mile-and-a half from shore. They lay like a comb in the ship's path, and between two of the teeth her bows passed, and she lay imprisoned and helpless. Everything was immediatly done that was likely to draw her off; four of the sternmost guns were hove overboard and buoyed, anchors taken out and laid, but all was of no avail. About 3 P.M. it came on to blow, and then was seen how hopeless was the condition of the ship. All round her were reefs, awash at low water, and as the swell began to lift her she crashed down upon the rocks and commenced to roll in a manner that threatened soon to break her up. It was clearly time to think of providing for the safety of the one hundred and forty-nine people on board, and preparations for landing men and provisions were accordingly begun. The wind was from the S.W., so that there was no imminent danger; but the night of the 24th was an unpleasant and anxious one indeed, communication with the shore being impossible, owing to the dangerous reefs between it and the ship. At 3 A.M., on the 25th, the whole of the engine-room being stove in, and the rudder knocked off, the vessel began to fill, which steadied her. On the morning of the 25th the officers' and men's bedding clothes, with the greater part of the provisions, were landed. In the afternoon, the barometer falling and the wind shifting to the N.W., every body was landed, and at sunset a gale came on from the same quarter, which lasted for two days, rendering all communication impossible, the seas making a clean breach over her. Houses were then prepared on shore for the crews and officers, sentries set, watches kept, and all went on in good order. The men behaved very well. Perfect discipline prevailed, there were no attempts to break into spirit-room or stores, and all worked hard with a will to save guns, stores, small arms, sails, chains, anchors, and rigging. The engine-room having been stove in, the machinery could not be got out, but almost everything else, to the masts, which were cut out of her, was taken on shore, properly stored, and left in charge of Japanese officials.

We need not dwell upon the small events of the sixteen weary days which elapsed before relief arrived. The country is very thinly populated, bare of wood and apparently holding little game. Quantities of duck and plover were got along the edge of the bay, and salmon was in absolute profusion. Nine miles across from Soya, near cape Nosseyab, is a small river, and there, at a village called Koitoi, is a salmon fishing station. Fishing and drying seaweed constitute the trade of the place, and as many as two thousand salmon are taken in a day. The trade is farmed by a guild in Hakodadi, and their agent at Soya was the chief man in the place, and rendered good service to the shipwrecked wrew.

Meanwhile a message had reached Hakodadi overland, and Cap-

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tain Du Petit Thouars, who was there with H.I.M. *Dupleix*, lost not a moment in starting to the relief of the *Rattler*. His machinery was undergoing repair and his ship was without coal, but by working double tides all through the night he managed to get away the morning after the news reached Hakodadi, and, steaming her best, the *Dupleix* reached the scene of the disaster on the 9th, forty-six hours after leaving Hakodadi, and embarked the shipwrecked crew.

Nothing could exceed his courtesy and attention, or the kindness and consideration of his officers and crew. He insisted on giving up his own cabin to his guests, creeping himself into the cockpit, and the whole starboard side of the lower deck was given up to the *Rattler's* crew. All arrived in safety here on the 17th inst. There is generally some redeeming point, some cause for cheerfulness in most misfortunes, and in this one, we may certainly greet this thorough illustration of the *entente cordiale*. Altogether, to use a common phrase, the very best was made of a bad job, and though England has lost a ship, the intelligence of her officers, the good discipline of the men, and the exertions of a truly friendly ally, have saved a fine crew without a single casualty, and we have every reason to congratulate ourselves that so little harm has been done.

CHINA.

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SHANGHAI.

From Shanghai our advices extend to the 28th October. No later mail advices from home had been received, but the outward mail of September 11 was due and hourly expected. The fortnight's news is well summarised in the letter of our own correspondent, but we preface it with a few items from the local journals:—

The *N. C. Herald* says:—"We are glad to hear that Sir Rutherford Alcock has determined to act with energy in the Yangchow affair. It is rumoured that Mr. Medhurst will renew negotiations at the point where they were broken off by the *Rinaldo's* withdrawal, from a still better position than he then enjoyed. He is to go to Nanking, we hear, in a few days, escorted by the *Rodney*, *Rinaldo*, and *Slaney*. One principal point—the degradation of the Yangchow magistrates—has been conceded since his departure, but others—the punishment of the literati, for instance—remain to be settled.

"Sir R. Alcock has issued a notification ordering Chinese claiming British protection to discard Chinese costume in China, in order to mark their nationality. This suggests a question as to the propriety of missionaries dressing in Chinese costume. If foreign clothes are to be held a distinguishing feature of one British subject, they should be so of another. Legislation must be consistent to command respect.

"The Quarterly Returns of Trade at Shanghai for April, May and June last show the import of Grey Shirtings to be 822,000 pieces, against 409,000 during the same period last year; of T-Cloths, 291,000, against 75,000; of lustres, 43,000 only, against 112,000; of iron, 36,000 piculs, against 14,000. As the quarter represents the dull period of the year for tea and silk, the figures representing these articles of produce do not possess much interest. Tls. 416,730 were collected in Shanghai during the quarter for import, export and opium duties; and Tls. 21,444 in tonnage dues.

"Much surprise and dissatisfaction has been expressed at the sudden dismissal by the directors of Mr. Maccall, manager of the Chartered Bank of India, Australia, and China. A letter expressive of regret at his departure has been addressed to him by the mercantile community.

"The report just presented by the directors of the North China Insurance Company, showing the business for the half-year ending 30th June last, and bringing up the results of the two-and-a-half years' operations of the present company, must be amply gratifying to the fortunate shareholders. Since its formation, nearly six years ago, the company has been one continued and brilliant success. There has never been a time in its history when its position was in the least degree doubtful, or when the public confidence in its perfect soundness had the slightest reason to be shaken. Yet its path cannot be said to have been altogether unattended with dangers. For a Company taking individual risks up to such a high limit, experience has shown the wisdom of extending its operations over three years, as in such case its reputation is in less danger of suffering during a year of unusual disaster. The North China has undoubtedly been ably and cautiously conducted; the late Secretary having inspired general confidence by his eminently satisfactory management, while the directors have discharged their duties with praiseworthy efficiency."

The *Friend of China* says:—"The enterprising proprietors of the *London and China Telegraph* and *Express* are about to send one of their body to China shortly we learn, his passage having been taken, *via* America, for the steamer of the P.M.S. Co., to arrive in Japan about the end of next month. This looks like a determination to make themselves *au fait* in the politics of the Far East, and will be duly appreciated by subscribers. *On dit*, Mr. Murrow, *erst* of the Hong Kong *Daily Press*, and now of the *London and China Herald*, is also about to leave for China again, the breezes around the Monte Forte, Macao, having far greater attractions for Mr. Murrow and his family than the sweetest airs of Araby, as obtained in a diluted measure on the swards of Blackheath. The proprietrix of the *North China Daily News* and *North China Herald*, with her two daughters, will also be in China, we see by the list of passengers to leave England this month, shortly before Christmas—quite a climax in journalistic movements."

(FROM OUR OWN CORRESPONDENT.)

Shanghai, Oct. 27, 1868.

The North China Insurance Company have held their fifth half-yearly meeting (1866-1868). Without entering into the minutiæ of the report, it will suffice to say that the following resolution was carried:—"That in consideration of the large accumulation of funds in the hands of the company, and in view of the formation of the new company, the directors be empowered to declare a dividend of Tls. 1,000 per share, to be paid to the shareholders as soon as practicable." The net premia for the five half-years have amounted to Tls. 2,080,132.59, the losses paid to Tls. 1,238,281.48; and the estimated loss for the current half-year being put at Tls. 37,463.82, the balance of profit may be set down at Tls. 750,499.46. From this working expenses have to be deducted; but these figures indicate sufficiently the strength and prosperity of the company during the present term. Less important, but still worthy of note, is the report of the Shanghai Cargo Boat Company, which announces a profit for the year of 30 per cent., 10 per cent. of which is declared, 5 per cent. returned to contributors, and 15 per cent. carried to the reserve fund.

The Local Opium Guild has brought itself into notice by seizing a chest of opium in the house of a foreigner, who had landed ten chests, after paying the legal duty, but who had refused to submit to the squeeze levied by the Guild. On application being made to the Taoutai for restoration, he coolly requested information as to what had become of the remaining nine chests, upon receipt of which he promised to order the return of the chest which was seized. The matter is still under discussion.

You have already heard of the successful raising of the *Ajax*. We have now in port the *Nestor*, which arrived on the 16th inst., and which has since been visited by several of the residents, with whom the long sea line is likely to become popular. But Shanghai has not only become the rendezvous for steamers of large tonnage, it also claims importance as a dockyard. Mr. Batchelder, who raised the *Ajax*, has just completed a large steamer for the Japanese Government. The new vessel, which is called the *Yangtsze*, was launched in April last, and has since then taken on board her engines and fittings. She made her trial trip the other day, running 77 miles in six hours and forty minutes, under a maximum pressure of 24 lb.

The old days of Shanghai rowdyism seem to be about to return, if we judge by the police reports. Within the last few days three serious assaults have been made upon foreigners by (it is believed) Cantonese. A European constable, the captain of a Hamburg barque, and a Mr. Bibens were the victims. The constable still lies in a precarious state, the captain was severely cut and bruised, and Mr. Bibens was not only stunned and badly cut about the head, but was also robbed. Four men have been arrested on suspicion, but no evidence sufficient to convict them has yet been adduced. Indeed, not only politically but socially the Chinese are showing their contempt of foreigners, and the opprobrious "Yang kuei tsze," which seemed to have sunk into oblivion, is now oftener than ever heard in the mouths of coolies and shopkeepers. There has been one conviction for this offence, the culprit being sentenced to fifty blows by the Mixed Court. The administration of this Court is daily becoming more and more unpopular; and it is universally allowed to have utterly failed in attaining the ends for which it was established. The Municipal Council has had serious work on its hands during the past week. A panic occurred in consequence of reports, duly confirmed by observation, of a disease amongst the cattle brought into the shambles. Some of the residents went so far as to leave off ordering meat from any but foreign butchers, and the papers, not content with stating the facts, entered into discussions as to the connection between this plague among the cattle and cholera among human beings. The Council immediately took the matter up, and purchased three bullocks that were said to be affected. One has since died; but there seems to have been little ground for the alarm. The butchers' shops are now regularly inspected, and suspicious joints confiscated. If foreign life was thus endangered, foreign property has been no less threatened by the occurrence of several large fires. At these much confusion arose, and both native and foreign thieves reaped a rich harvest. The Commissioner of Customs, Mr. Dick, in concert with the Council, has organised a fire-police, consisting of the tidewaiters, who are now for this purpose under the orders of the Chief Engineer of the Fire Department.

It is seldom that suicide takes place among the practical residents at Shanghai; but a sad case of it has just occurred. Captain Richard Large, of the ship *Sea Queen*, cut his throat on the 23rd inst., during a fit of temporary insanity.

The need for an efficient system of water-police to watch the river and its approaches has been recently brought forcibly before us by several piratical attacks made upon junks in the neighbourhood of the Saddle Islands. The piratical craft are said to clear regularly at the local Custom-house, nominally with cargo for some coast port; but as soon as they get outside they throw off their disguise and remorselessly plunder the vessels in whose company they have left.

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A lengthy correspondence has taken place between Mr. Hart and the Shanghai Chamber of Commerce, in relation to the system of clearing vessels under guarantee. The inspector-general points out that the existing arrangements involve too serious a risk of loss to the Government in the event, for example, of the failure of a firm whose guarantees the Customs held. Such a case actually happened a short time ago at Takow, and hence the present correspondence. He suggests that the Chamber of Commerce should "secure" its members; but this the Chamber distinctly refuses to do, suggesting on the other hand the establishment of bonded warehouses, and, as a temporary measure, the acceptance by the Customs of a receipt for goods stored in private warehouses granted by the managers of such warehouses. This would apply to imports. On exports they recommend that in all cases the duties be paid before a clearance is granted. *Apropos* of the question at issue, the *Shanghai Evening Courier*, which is supposed to represent most fully the mercantile interests of the port, makes the following remarks:—

Perhaps no subject likely to engage the joint attention of the Customs and of the merchants is more important than that of clearance under guarantee, which has this day been brought prominently before the public. Article 41 of the Treaty provides that "when all dues and duties shall have been paid the superintendent of Customs shall give a port clearance, and the Consul shall then return the ship's papers, so that she may depart on her voyage." But while it is of couse understood that there shall be no unnecessary time lost, there are certain delays inseparable from the transaction of any business wherein the Chinese bear a part. Hence arose the system of guarantees under which the mischievous working of the treaty provision was quite obviated. The Customs resigned its lien on ship and cargo, and the responsibility was, in fact, shifted to the commissioners who accepted the guarantee, and the inspector-general who authorised that acceptance. But in the case of the failure of a firm whose guarantee for a large amount is held, the commissioner may find himself in a very ugly predicament. This risk very few commissioners would care to run, and, in consequence, some new regulations become absolutely necessary. In the "good old times" these regulations would have been concocted in secret, and would have burst in the full blaze of completeness upon the mercantile community; but now, under the "co-operative policy," the merchants have been invited through the Chamber of Commerce to suggest a plan, which on the one hand would avoid injury to their interests, while on the other it would protect the Commissioners of Customs. The question is a serious one, yet one not easily settled, for obviously the Customs must treat the best established houses and those whose financial condition is most doubtful on precisely identical terms. Our contemporary of the *Recorder* laughs at the plan suggested by the Inspector-General, but, we think, not altogether reasonably; for, while it is easy to find fault with any expedient proposed, it is not by any means easy to contrive one to which no exception can be taken. No doubt the Chamber of Commerce has met the difficulty by suggesting the establishment of bonded warehouses, but this, before it could be carried out, would involve a considerable expenditure of time, and in the interim either the guarantee system must be retained at the risk of the Commissioners, or the article of the Treaty must be adhered to, to the manifest injury and inconvenience of the merchants. The plan proposed by the Chamber as a temporary measure in the case of imports is merely the bonded warehouse system under another name, the wharfinger being made a servant of the Customs for the time being. But as access should be had by consignees to their goods while lying in any warehouse pending release, and as the goods should for this purpose be carefully classified, and ample accommodation provided for the bales and cases consigned to each several consignee, we doubt that any wharfinger or manager of a private warehouse would undertake the responsibility involved.

During the past fortnight, in spite of meat panic, mixed court deficiencies, piracies, and every other event likely to trouble our equanimity, we have not been without amusement. The Rifle Club has commenced operations, and announces a meeting for the 29th inst. The members of the Rowing Club are day by day becoming more active, and a yacht club is in course of formation. The cricket match which I announced in my last as about to come off between the officers of the *Rodney* and the Shanghai Eleven was played on the 14th, and resulted in a victory for the Shanghai players. On the following day the Shanghai innings of a return match was concluded with a score of 214, but from some cause the match could not be concluded. The conduct of the *Rodney's* men while on leave ashore has been the theme of universal admiration, not one serious case calling for police interference having occurred.

News from Yangchow announces that the Viceroy has degraded the magistrates implicated in the recent outrages on foreigners. As, however, he refuses to do more, it is intended to send the *Rodney*, *Rinaldo*, and *Slaney* up the river. I cannot but think it is unwise to take the *Rodney* up. She draws twenty-seven feet of water, and if she gets ashore, now that the river is falling, she will remain for some months a standing joke to the disaffected Chinese. Meanwhile, perhaps emboldened by the delay which has taken place, the Chinkiang mandarins are running into the wildest eccentricities. The latest has been the arrest and imprisonment of a messenger sent by Consul Medhurst with a despatch to the Hoppo, remonstrating against the illegal detention of certain foreign-owned goods, upon which payment of the barrier squeeze was refused. A demonstration of some kind is clearly necessary, but the risk of carrying up the *Rodney* is, as I have said, too great to be encountered.

From Cheefoo the accounts continue to be most encouraging. Indeed, there seems some reason to fear that before spring very few foreigners in the lower ranks of life will be left in Shanghai. A nugget weighing nearly an ounce has been exhibited here, and has not tended to diminish the excitement. A report is current that the North German brig *Frederick Wilhelmina*, which has been chartered at Tientsin to carry down a number of braves to expel foreigners from the gold-fields, was wrecked about ten miles from Cheefoo, without, however, any loss of life. The report has not been confirmed and comes I imagine from a native source. The troops sent to Chefoo would seem to be more wanted at Tientsin, for we still hear of rebels congregating in the vicinity of that port. It is said that the Chinese Government are about to establish a powder manufactory at or near Tientsin, and that machinery of the newest patterns has been ordered from Europe.

From Japan our news is meagre in quantity, but important in quality. H.M.S. *Rattler* has been wrecked on a sunken reef, about four hundred miles to the north of Hakodadi, to which place she had been sent to investigate certain rumours of Russian aggression in the island of Yesso. These rumours were discovered to be unfounded, but the satisfaction thus obtained has been dearly bought by the loss of the *Rattler*. The Mikado attained his majority on the 13th inst., and has already taken an active part in deciding the political position. His Government has formally taken charge of Hakodadi, the taking of Nee-e-gata is confirmed, and disaster after disaster appears to follow the rebel arms.

From Hiogo and Osaka the only news is that Mr. Russell Brooke Robertson, late Acting-Consul at the latter port, has been entertained at a farewell dinner by the community, who also presented him with a valuable gold watch. A Chamber of Commerce has been established at Hiogo, under the chairmanship of Mr. Gay; and, finally, the North German barque *Iris*, the first vessel direct from Europe to the new ports, arrived at Kobe, from Hamburg, on the 10th inst.

HONG KONG.

Advices from this port are to the 3rd November; the outward mails of September 11 and 18 were received on the 13th and 27th of October respectively. The latest London telegrams reached only to the 3rd October.

There is again an entire absence of local news of general interest; the principal topic is the departure of his Excellency the Governor, accompanied by Lady MacDonnell, and the Hon. Mr. Rennie, Auditor-General, who had left in H.M.S. *Adventure* for a trip to Shanghai and Japan. They were to be absent about six weeks, during which time, Mr. Austin Colonial Secretary, was Acting-Governor.

The only other item of importance is the delivery of judgment in the Supreme Court in the case of C. P. Henderson *v.* the Hong Kong and Shanghai Bank, another of the numerous cases arising out of the bankruptcy of Lyall, Still, and Co., so often alluded to in these columns. It will be remembered that the case, which was heard in the beginning of August last, was a suit in Chancery, brought on a bill in equity filed by plaintiffs, praying that certain goods or their proceeds, say 100 bales grey shirtings, valued at £3,524, now in the hands of defendants, be turned over to plaintiffs, or if the Court decides that plaintiffs have a right to such goods, that an account may be stated, and the balance remaining, after satisfying defendants' claim, may be handed over to plaintiffs. In some respects this case resembles that of the *Min* and *Pakwan*, already heard in this Court, and familiar to all who were in the colony at the time. It appears that in September, 1866, Messrs. G. F. Lyall and C. F. Still, of London, purchased among other goods from the plaintiffs, 100 bales grey shirtings, and shipped the same per *Min* to Hong Kong. The bills of lading were sent out to Lyall, Still and Co., who immediately hypothecated them to the Hong Kong and Shanghai Bank. Plaintiffs sent out instructions after the news of the failure of Lyall, Still and Co., to their agent here to stop the goods *in transitu;* but they were delivered to the bank. One peculiar feature in the case is that the bill of lading, under which the goods were shipped, is without the usual words, "or order, or assigns."

After referring to the facts of the case as found in the correspondence put in and the evidence taken, his Lordship said: The peculiar wording of the bill of lading does not appear to have been discovered by anybody until pointed out by Mr. Logan Russell, who acted as agent for the plaintiffs. Under these circumstances the *Min* arrives with the goods on board, and both plaintiffs and defendants claim them; plaintiffs under the general right to stop *in transitu*, and defendants under the endorsement of the bill of lading. Defendants obtained possession from the captain, and the question which I have to decide is whether the bank is entitled to hold them against the plaintiffs. His Lordship next referred to the very able arguments of the learned counsel on both sides, and after saying that he did not propose to comment on the authorities then quoted in support of these arrangements, he goes on to remark:—I decide the question against the bank on a very simple principle. It is this: Mr. Kresser, the chief manager of the bank, allows the firm of Lyall,

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Still, and Co. to substitute the *Min's* documents for those of the *Shunlee*, which he candidly says he would not have done had he known the words "or assigns" were omitted. The omission of the words was, I hold, notice to every person into whose hands it came that the goods mentioned in it were shipped under a special arrangement—an arrangement by which I am of opinion that the bank was bound. If Mr. Kresser had noticed the omission he would not have allowed the documents to have been substituted, or he would have inquired for the correspondence and invoice, which would have explained the whole matter. This, however, he did not do, and I must therefore hold that the bank can stand in no better position regarding these goods than Lyall, Still and Co., a point which I have already determined. Let an account be taken, and the plaintiffs be placed in the same position as that in which they would have stood had they stopped the goods on the arrival of the *Min*. Let interest at the rate of 12 per cent. per annum be allowed and defendants pay the costs of this suit.

Application has been made for leave to appeal to the Privy Council.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates henco are to November 10. The outward mail of Sept. 24 was received on the 28th of October, with London telegrams to October 17. The *Straits Times* gives the following summary of news:—

The Messageries Imperiales steamer *Donnai* arrived from Hong Kong via Saigon on the 3rd of November, and left again on the 4th with her homeward mails. She brought no news of any interest from Saigon. Tranquillity prevailed throughout the French territory, and his Excellency Admiral Ohier had been on a tour of inspection through several of the provinces, and had visited some of the native semi-independent princes under French protectorate. A formidable French ironclad war-steamer, the *Belliqueuse*, carrying the flag of Admiral Penhoet, paid this port a visit on the 28th ult. and after remaining a day or two left *en route* for Bourbon.

Locally the interval of thirteen days has not been marked by any event of an unusual or exciting character. The volunteers have had two or three marches out; the Supreme Court has been sitting for the disposal of civil cases; and the Legislative Council have held two meetings, at the last of which the Supply Bill for 1869 was passed with ease and with such a lack of discussion or question of any one item, as must have been eminently pleasant and satisfactory to his Excellency the Governor and his faithful official councillors.

In the Supreme Court several civil cases of considerable public interest have been disposed of. Several more cases against the owners of the late powder-hulk *Princess Royal* were decided in favour of the plaintiffs and execution obtained. The case so long pending against Captain Ord, late Acting Commissioner of the Court of Requests here (when the circumstances originating the action took place), but now police magistrate at Malacca, for false imprisonment of Mr. Davidson, one of the brethren of the long robe, has been decided against him, and damages of $100, with costs, awarded.

The first meeting of the Legislative Council, during the fortnight, was held on the 31st Oct, when an ordinance containing certain amendments of a merely formal character in the Supreme Court Ordinance, was read a third time and passed. Some progress was made with an Excise Amendment Act, as also with the Bills for the Registration of Births and Deaths, and of Compulsory Vaccination.

The second meeting of the Council was held on the 6th Nov., when the Excise Amendment Bill was read a third time and passed. The Supply Bill for 1869 was introduced, read a first, second, and third time, and passed. Only two unofficial members were present, who essayed an amendment on one item—that for Transport, which is treble for 1869 what it was estimated at for 1868. It allots to officials of the higher ranks allowances for travelling expenses, not including hack hire, however, and of course the four official members present, the Acting Colonid uecretary, the Attorney-General, the Treasurer, and the Auditor General were not going to allow themselves to be deprived of any handy perquisites of office like this by two unofficials, so they voted like one man against the amendment, and it was lost. His Excellency the Governor did not vote. The total amount voted for the public service for 1869 is 1,318,217.27 dols., but of course a supplementary estimate will be necessary in due time, and it was for 1868.

The *Singapore Free Press* newspaper, after an existence o! over thirty-three years, ceased to be published on the 31st Oct.

Admiral Keppel is expected to arrive here from Bangkok about the 20th inst., in H.M.S. *Salamis*.

PENANG.

Our latest files from Penang contain several items of news of considerable interest which are worth noticing.

The *Gazette* of the 17th October publishes a long and exhaustive letter concerning fees on processions, licences, &c. The writer criticises very severely all the Legislative enactments and orders in council which have been promulgated by the Colonial Government, and indeed roundly asserts them to be in many respects illegal, and savouring of extortion. The letter deserves perusal, but is too long for insertion here. The *Gazette* has also in the same issue two letters from Colonel Man, dated February last, relating to the Chinese riots in August last year, and giving the facts as to the money levied from the two societies concerned in the riots. It appears that the chiefs of the Ghee Hins and Toh Peh Kongs signed bonds for 35,250 dols. for each society, and gave security for their payment by grants of land or houses. The Toh Peh Kongs paid 6,250 dols., cash down, and delivered up the grant for their Kongsi house, valued at 8,000 dols., and signed bonds for the balance. The Ghee Hins gave bonds for a corresponding amount. Thus Government got possession of property to the value of over 70,000 dols. What has been done with this property? From Colonel Man's letter we gather that only 1,250 dols. have been distributed, a sum of 5?0 dols. finding its way to the hands of the sufferers from the riots, and the rest having been given to the sepoys and the police. Colonel Man states that, most of the property being trust, it cannot be sold without a short Act of Council giving a valid title to the purchaser. Has, we ask again, anything been done in the matter since Colonel Man addressed the Government on the subject? Colonel Man gives the expenses of the Riot Commission at 392.02 dols. and 133 dols. for legal expenses.

A public meeting was held in the Exchange on Wednesday, the 21st Oct., to consider and protest against the proposed increase of the military contribution charged upon the colony. The Hon. F. S. Brown, M.L.C., took the chair, and the following resolutions were passed:—

Proposed by Mr. Nairne, and seconded by Mr. Walter Scott: "The projected changes in the military arrangements, as recently announced by his Excellency the Governor, have caused great alarm and dissatisfaction among the community, and this meeting considers such changes would be a breach of faith on the part of the Supreme Government, and would entail a heavy additional burden on the resources of the country."

Proposed by Mr. Allan and seconded by Mr. Hasche: "The meeting would bring to the notice of his Excellency the Governor that the portion of the military force allotted to this station is deemed too small for its requirements."

Proposed by Mr. M. F. Davidson and seconded by Mr. Gentle: "The claim advanced by the War Department for the cost of barrack accommodation for the troops, the meeting are of opinion, may be safely left in the hands of his Excellency the Governor for arrangement with the Home Government."

Proposed by Mr. Buttery, and seconded by Mr. M. A. Anthony: "That the Chairman be requested to forward a copy of these three resolutions to his Excellency the Governor."

Some enterprising Chinamen are taking example from their fellow-colonists of Singapore, and contemplate running a steamer, like the *Fair Malacca*, up and down the coast and between Penang and Sumatra. This evincef a laudable spirit of enterprise, which deserves every encouragement.

Commercial Report.

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CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Cotton Yarn: During the earlier part of the interval some business was done in 16-24s. and 28-32s. chiefly, 38-42s. Deliveries had been satisfactory and prices were firm. Grey Shirtings: Transactions commenced at $2.95 to 3.05 for 8 lbs. 4 oz., but have since advanced, and the market closed firm. Deliveries had been fair, but stocks were quite full enough. White Shirtings out of demand. T-Cloths again wanted, and business had been done at our quotations. Spots and Brocades: Quiet, nominal, and unsaleable. Velvets: Small inquiry for Black; quotations unchanged. Taffachelass: There was some inquiry, but at unremunerative prices. Other Cotton Goods not inquired for. Camlets: Little inquiry for anything but Black, which had been freely saleable at $20. Scarlet were worth $18 nominally, but these and assortments were difficult of sale. Cloth was in demand, but stocks were not large. Blankets much wanted, but no stocks; prices were firm. Metals very depressed. The following were the current quotations:—Cotton Yarn: Nos. 16 to 24, $48 to 49 per picul; 28 to 32, $52 to 53.50; 38 to 42, $49 to 50. Grey Shirtings: 7 lbs., $2.35 to 2.43 per piece; 8.4 to 8.8 lbs., $3 to 3.10. White Shirtings, $2.80 to 3.60; T-Cloths, $1.90 to 2.40; Camlets, S., $16 to 17 per piece; S.S., $15 to 15.50; Cloth, Broad, $1.50 to 2 per yard; Medium, $1 to 1.75; Blankets, $0.75 to $0.80 per lb.; Iron, Nail Rod, $3 to 3.50 per picul; Hoop, $4.25 to 4.50; Bars, $2.75 to 3.50; Pig, $1.30 to 1.50; Lead, $7 to 7.75.

TIENTSIN.—At the date of the latest advices the market was quiet, but a fair business had been done at rates favourable to the native dealers.

SHANGHAI.—A large business had been done in Grey Shirtings at rates steadily favouring buyers. The fall in value had been mainly caused by forced re-sales on the part of speculators, whilst first hand holders had only met the market to a limited extent. A decline of one mace per piece had to be noted on 8.4 lbs. Cloth, the closing rates being Tls. 2.15 to 2.18 per piece; 7 lbs. had not given way so much, and were quoted Tls. 1.95 to 1.98 per piece. For heavy goods the demand was very slack. Stocks had again been increased by arrivals from England, but the re-exports were on a larger scale. T-Cloths: A decline in the value of these goo ls has also to be noted. Sales of common 6 lbs. having been effected at as low as Tls. 1.30 per piece—while the very finest 2 lbs. were not quoted over Tls. 1.85 per piece. Supplies of all weights were heavy—and there was every appearance of these goods being "overdone" for the time at least. 8 lbs. to 8.4 lbs. 36 in. were in very small inquiry at last prices. White Shirtings.—Rather more inquiry had existed, but it was very difficult to obtain higher rates, though these goods, as compared with 8.4 lbs Grey Shirtings, were absurdly low. Sales of 64 reed were re-

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ported at Tls. 2.25 per piece, and of 56 reed, at Tls. 1.92 to 1.95. Drills.—English and Dutch Goods were 7 to 10 cents lower, and the last given quotations for American could not be repeated. Holders of the latter were very firm, while buyers seemed equally opposed to pay high prices. Jeans still in small supply, and asked for on the spot. Sheetings lower, and difficult to place. Fancy Goods.—Fair sales of Dyed Brocades and Chintzes had been effected, the prices paid being a shade lower than those current last mail. In Velveteens a fair business had been done at slightly higher rates. Velvets quiet. Woollens.—The demand for Black Camlets had not been quite so active, and assorted colours went off only in small quantities and at irregular prices. Long Ells, both scarlet and assorted, were lower in value, and sales not easy to effect. Figured Orleans had changed hands freely at in some instances a slight advance in price, but the bulk of the sales had been at low figures. The demand for Fancy Woollens had been of a retail description. Metals.—Nailrod Iron of suitable sizes had been sold in small lots. Lead: Sales had been made at Tls. 5.4.5 to 5.5.0, and there was a fair inquiry. The market for other kinds of Metals was dull. Coals—The only important arrivals were from Australia. Prices were without material alteration, and the market generally was quiet. The arrivals had been—from Australia, 5,361 tons; from Japan, 370 tons; from Formosa, 471 tons; in all, 6,202 tons, of which 1,319 tons were to order. The current quotations at the departure of the mail were as follows:—Grey Shirtings, 7 lbs., per piece, Tls. 1.9.5 to 1.9.8; 8.4 to 8.6 lbs., Tls. 2.1.5 to 2.1.8. White Shirtings (nominal), Tls. 1.9.0 to 2.9.0. T-Cloths, 6 lbs., Tls. 1.3.0 to 1.5.0; 7 lbs., Tls. 1.5.5 to 1.8.5; 8 to 8¼ lbs., Tls. 2.1.0 to 2.4.0. Velvets—Black, 22 in., per yd., Tls. 0.2.0 to 0.2.1; Blue, 22 in., Tls. 0.2.1 to 0.2.2. Camlets, English, per piece, Tls. 12.2.5 to 13.2.5. Medium Broad and Habit Cloth, Tls. 1.0.0 to 1.2.5. Iron—Nail Rod, per picul, Tls. 1.9.5 to 2.5.0; Hoop, Tls. 2.1.0 to 2.2.5; Flat and Round, Tls. 2.5.0 to 2.6.0. Lead, per picul, Tls. 5.4.0 to 5.6.0. Coals—Cargo quotations afloat: Cardiff, per ton, Tls. 10.7.5; North Wales, Tls. 9.0.0; English, Tls. 9.5.0 to 10.0.0; Anthracite, Tls. 12.0.0 to 12.2.5.

HANKOW.—At the early part of the interval the market for Piece Goods was extremely dull, but subsequently the dealers had shown rather more disposition to do business, though only on a moderate scale, the flooded state of the country interfering with trade. Grey Shirtings, 8¼ lbs. and 9 10-12 lbs. were again lower, being quoted Tls. 2.2.4 to 2.2.9, and Tls. 2.2.0 to 3.0.0; 7 lbs. were in fair inquiry at previous rates, Tls. 2.0.0 to 2.0.3. Drills less in request, and rather lower in price. Woollens and Worsteds: Camlets continued in demand, but all other descriptions of these goods were neglected, and rates had declined. Lead was in trifling request at about last mail's quotations.

FOOCHOW.—The following were the sales reported during the interval: T-Cloths, 7 lbs., 1,200 pieces, at $2.55 to 2.65 per piece; Long Ells, 100 pieces, at $10 per piece; Turkey Red Cloths, 250 pieces, at $3.20 per piece.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s report:—Cotton Yarn: Nos. 38 to 42 are in limited supply, and firmly held, but lower numbers have further declined, importers being willing sellers and readily meeting the market. The sales of Nos. 16 to 24 include 105 bales Bombay kinds, and 133 bales Singapore. Piece Goods: No improvement in demand can be noted, but we have no marked decline in prices to advise. Grey Shirtings have been quitted at a reduction of a few cents per piece, and there are still sellers at our quotations; though stocks are light, further supplies are overdue, and may arrive at any moment. White Shirtings are unchanged. Best qualities of 6 lb. T-Cloths have commanded better prices, being in very limited supply, and common 7 lb. have also been taken at an advance, but sales of best have been made "to arrive" on former terms. Turkey Reds are very firmly held. 40-yard Drills are still enquired for, and one small parcel of English has been sold at $5.50, but the sale could not be repeated. We quote an advance of fully 20 cents however. 30-yards are unchanged. Dutch are out of stock. Quotations for American cottons are still entirely nominal, no arrival having taken place. Woollens: There has been more nquiry for almost all descriptions, and a general improvement in values, which, however, is more marked in Long Ells than in any other kinds. Spanish Stripes are firm, but the best qualities only attract any attention. Blankets are out of stock. Lastings are wanted, and best makes sell at an advance of 50 cents per piece, but others are moved with difficulty at last quotations. Crapes are in small supply, and about 50 cents dearer. Camlets are only sparingly taken, dealers generally carrying a fair amount of stock, and purchasing only for actual requirements. Metals: Prices for Nailrod Iron have been suddenly and materially advanced by the native holders of the fairly large quantities which have been quitted at moderate prices during the past few months. Soft Bar Iron is dearer. Hoop 10 cents lower, Wire declining. Steel weak. Common brands of Lead are selling at $6.50, at which figure *L.B.* can be had, in quantity, though commanding somewhat more in small parcels. *W.B.* is out of stock, and some 1,500 piculs have been sold, "to arrive," at $8.20 to 8.25. Quicksilver has declined 50 conts per picul. Coal: Arrivals have been—1,140 tons English (690 tons to consumers) and 4,062 tons Australian. Sales have been—250 tons English (at auction), at $8.50; 664 tons Welsh, "to arrive," at $11.25; a cargo of Sydney, deliverable in Yokohama, at $13; and 400 tons Sydney at $7.50. There is a better feeling in the market, and we slightly advance our quotations. The quotations at departure of mail were as follows:—Cotton Yarn, Nos. 16-24, per bale, $115 to 122.50; Nos. 28-32, $137.50 to 142.50. Grey Shirtings, 7 lbs., per piece, $2.42 to 2.47; 8¼ lbs., $2.72 to 2.80; 9 lbs., $3.20 to 3.30; White Shirtings, $2.10 to 3.65; T-Cloths, 7 lbs., $2.20 to 2.55; 8 lbs., $2.80 to 2.90; Long Ells, $8.70 to 9; Blankets, 10lb., per pair, $5.60 to $6.25; 7lb., $4 to 4.25; Iron, Nail Rod, $2.40 to 2.70 per picul; Hoop, $2.70 to 2.80; Wire, $7.50 to 8.75; Steel, $4.10 to 5.10 per tub; Lead, $6.50 to 6.65 per picul; WB., $8 to 8.25.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—There is no new feature to note in this market, a fair business had been done entirely for America, and settlements did not exceed 2,200 piculs. Arrivals had come to hand very freely, and stocks had thereby been increased; this, combined with a further fall in the value of boos, tended to keep prices easier, without any actual change in quotations. Fine teas were scarce, and held firmly for prices, as quoted. The Grenadier had sailed for New York with 523,787 lbs.; the Queen of the Age and Havilah, for the same port, were to follow. The quotations were:—Common, $22 to 23 per picul; good common, $24 to 25; medium, $25 to 26; good medium, $28 to 30; fine, $30 to 35; finest, $36 to 40; choice, nominal.

SHANGHAI.—Black: Our last report advised this market quiet and drooping. Later telegraphic news still further checked business, but on teamen accepting a slight decline, in many instances about half a tael, buying was resumed again, and over 8,000 chests had changed hands. Both the purchases of the fortnight and the stock on offer were of undesirable quality. Settlements for the fortnight, 8,101 chests; reshipments on owners' account, 2,239 chests; stock, 82 chops, or 27,079 chests. Quotations (duty paid, exchange for credits, at 5s. 11¾d. per tael, and freights at £2. 10s. per ton):—Hohow, common, 11½d. to 1s.; Oonam, common, 1s. 0¼d. to 1s. 0¾d.; Ningchow, common to fair, 1s. 1d. to 1s. 2d.; Oopack, common, 1s. 0¾d. per lb. Green: Arrivals had been heavy, and teamen, therefore, anxious sellers, but continued daily buying had prevented any material fall in prices. Moyune and Fychow kinds were one tael lower, though some of the late settlements hardly show this. Pingsuey kinds, on the other hand, were unchanged. Purchases were almost entirely for America, and consisted of 22,165 half-chests Moyune, at Tls. 37 to 45; 4,111 half-chests Fychow, at Tls. 28½ to 38; 2,593 half-chests Pingsuey, at Tls. 34, and 969 half-chests Shanghai-packed, at Tls. 28. Settlements for the fortnight, 25,697 half-chests; reshipments on owners' account, 4,143 half-chests; stock, 128 chops, or 84,110 half-chests. Quotations (exchange, &c., as above), for Fychow and Moyune teas, were as follows:—Gunpowder, 1s. 7d. to 3s. 7d.; Imperial, 1s. 3d. to 2s. 10d.; Young Hyson, 1s. 1½d. to 2s. 11d.; Hyson, 1s. 1½d. to 3s. 5d.; Twankay, 9½d. to 1s. 6d. per lb.

HANKOW.—Business in Tea was reported as on the most limited scale, and shipments to this port on native account were rapidly falling off; the season, in fact, was almost over. Settlements for the fortnight were only 492 chests; reshipments, 5,545 chests. Quotations were:—Oopacks, common, Tls. 13.6.0 to 14.7.5. Oonams, no settlements. Export of Tea from 1st January to 22nd October, 1868, 43,721,192 lbs.; from 1st January to 22nd October, 1867, 33,150,279 lbs. Stock, 500 chests.

KIUKIANG.—Black Teas: Here also the business done had been very small, settlements for the fortnight being only 680 half-chests at about former rates. Arrivals were small, and most of them had been sent forward to Shanghai. Quotations were—Ningchows, Tls. 14½ to 15½; Hohows, no settlements. Export from 1st January to 23rd October, 1868, 147,367 chests; from 1st January to 23rd October, 1867, 106,637 chests. Green Teas: Prices were reported rather easier, but little business had been transacted, as teamen preferred sending their produce to the Shanghai market to accepting a decline on the spot. Arrivals had continued on a fair scale, and for the season they were expected to be about the same as last year. Export from 1st January to 23rd October, 1868, 93,183 half-chests; from 1st January to 23rd October, 1867, 93,110 half-chests.

FOOCHOW.—Messrs. Rusden, Phipps, and Co.'s Circular, dated Oct. 24, contains the following:—Congou: During the fortnight a steady business has been done at gradually stiffening rates, and the market closes firm at an advance of fully one tael. It is reported that old leaf is being kept back as usual for mixing with next new season's Teas, but that the better leaf is being kept instead of the inferior, which fully accounts for the poorness of the present stock and late arrivals. Oolongs: The few parcels settled are at former rates. Settlements reported are: Exchange, 4s. 6½d; freight, £2 10s.; Congou, 11,576 chests 22,266 ½-chests 4,170 boxes, at Tls. 6 to 24. Souchong: Common to fair, 634 ½-chests, at Tls. 15 to 20.3.; good, 204 boxes, at Tls. 28. Oolong: Inferior, 200 ½-chests, at Tls. 17; fair to good, 1,577 ½-chests 894 boxes, at Tls. 21 to 25. Scented: Dust, 454 ½-chests, at Tls. 6½; fair, 1,165 boxes, at Tls. 19 to 21.

AMOY.—A few trifling settlements of Congous had been made at about former rates, but in Oolongs nothing had been done, beyond the settlement of about 500 boxes fine to finest, on terms reserved. The stock was about 92,000 half-chests, and though teamen were somewhat less firm their asking rates were still considerably above the views of buyers, who showed no anxiety to recommence operations. A continuance of this conservative policy would no doubt enable foreigners to purchase at their own figures ere long, as holders would soon be obliged to provide funds to meet their engagements.

CANTON.—There had not been a single transaction in Teas, the advices from home markets reporting extremely heavy losses on early shipments, putting a stop to purchases. Holders of Scented Orange Pekoes were willing to make some concessions, but Capers were firmly held, and nominal quotations for both were much above the figures at which sales have been made on the London market.

SILK.

YOKOHAMA.—The market had been well supplied, and with a fair proportion of good silk. Prices had been irregular, extra sorts had still commanded extreme rates; but in current qualities some dealers finding demand less active had been disposed to make concessions of $10 to 40, while others again had held firmly to old prices. Settlements 1,200 bales, leaving a stock of 800 bales. Silkworms' eggs: Bivoltini still arrived, also a few annuals; the former were pressed for sale at very low prices. Total settlements for season, including shipments from the other ports of Japan, were estimated at 1,800,000 cards. The quotations for Silk (all charges paid to London at exchange 4s. 7d.) were as follows:—Mybash, extra, 38s. 9d. to 40s. 9d.; Sinchu, best, 36s. 1d. to 38s.; medium, 33s. to 34s. 11d.; inferior, 30s. 7d. to 32s. 2d.; Oshu, extra, nominal, 38s. 9d.; medium, 29s. 5d. to 31s. 4d.; inferior, 25s. 6d. to 27s. 11d.; Coshu, best, 33s. 4d. to 34s. 11d.; medium, 29s. 1d. to 31s.; inferior, 27s. 1d. to 28s. 3d.; Sodai, best, nominal, 33s. 8d.; medium, 31s.

SHANGHAI.—Messrs. Skeggs and Co.'s report, dated 27th Oct., contains the following:—The export of Chinas includes 67 bales by the Costa Rica, 338 bales by the Pakwan, and 73 bales by the Tamerlane; and the P. and O. steamer Sunda, from Yokohama to Suez, took 435 bales Japans. Notwithstanding the continued adverse nature of the home news, buying has been pretty general, induced by a further drop in ex-

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change, as also for remittances in the place of sterling bills. The settlements are about 2,000 bales, including 886 by the French steamer on the 28rd inst., and prices close showing an advance ranging from Tls. 10 to 20 on the various descriptions. Few chop Silks have been settled, but a small lot of "Dragons" have been taken at Tls. 570 and Tls. 550 for No. 3's and 3½ respectively; "Blue Flags" at Tls. 450, "Quisute-fees" Tls. 530, and Red Peacocks at Tls. 485. Ordinary, good, and best No. 4's have advanced Tls. 10 to 15, whilst common silks are almost too irregular to quote. No. 2 Fatmow Hainins are Tls. 10 higher, being held for Tls.490. Tie-kie and Chincum Taysaams opened at a slight advance, but as the market has been almost cleared of these descriptions the later purchases have been at prices Tls. 15 to 20 taels in excess of last mail's. Kahings have followed in the same proportion, and Long Reels are fully 20 taels up, one good parcel having fetched as much as Tls. 405, equal to 21s. 2d. per lb., whilst the market is entirely bare of Skeins. Re-reeled Hainins and Tsatlees maintain their former position, and Throwns are rather dearer. The high prices do not bring Silk from the country, as might have been expected, and the fact that many of the dealers are buying on this market shows that we can hardly expect lower prices this year, besides which, it is confidently asserted by many, that the available crop will not exceed 47,000 or 48,000 bales. The export from Japan, as well as from here, is considerably in excess of last year's at the same period, but advices affirm that the crop is not better, and warn us against forming erroneous deductions from the figures as they stand at present. The stock here is reduced to 2,000 to 2,500 bales.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.--From Glasgow, Oct. 20, Stirlingshire; from Havre, 11, Fabius; from Amsterdam, William and Elise.

At SHANGHAI.—From Shields, Oct. 24, Newcastle.

At HONG KONG AND CANTON.—From Sunderland, Oct. 20, Ann Adamson; from Havana, via Saigon, 28, Josefita Almira.

At MANILA.—From Newcastle, Oct. 16, Lord of the Isles; from Cadiz, 24, Concepcion.

At SINGAPORE.—From London, Nov. 8, Florence Nightingale; from Liverpool, 1, Bravo; from Newcastle, 9, Carlin Craig.

DEPARTURES.

From YOKOHAMA.—For London, Oct. 9, Blanche; for New York, 20, Grenadier.

From SHANGHAI.—For London, Oct. 19, Hindostan, Pak Wan; 20, Tamerlane; 21, Sovereign of India; 24, Alexander; for New York, Courser.

From FOOCHOW.—For London, Oct. 20, Charlgrove; 21, Zingra, Looloo, Smyrna.

From HONG KONG and CANTON.—For England, Oct. 26, H.M.'s Basilisk; for London, 25, Chetah; for Hamburg, 21, Agathe Johanne; for Havana, 18, Confucius.

From MANILA.—For London, Oct. 24, Dudbrook; for Cork, 14, San Fernando.

From SINGAPORE —For London, Oct. 28, Sree Singapura; for Liverpool, Nov. 3, Madge Wildfire; 9, Jane Blythe; for Bordeaux, 7, Aurelie; for Boston, Oct. 28, Harrington.

From PENANG —For London, Nov. 3, Alvington.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £3 10s. to £3 17s. 6d. per ton of 40 cubic feet; per steamer, $45. To London there is no vessel loading.

At SHANGHAI.—The rate for London remains at £2 10s. per ton of 50 feet. The steamer Nestor has taken the berth at £3 10s. To New York the rate is £3.

At FOOCHOW.—To London: £2 10s. per ton.

At HONG KONG and CANTON.—To London: £3 per ton of 50 feet. To New York: £3 per ton of 40 feet.

At MANILA.—The Lord of the Isles and Serafin have been chartered to load sugar to Channel for orders to a port in the United Kingdom at £3 2s. 6d. per ton, the latter vessel getting £3 5s. if ordered to London. The River Eden loads for London on charterer's account principally.

At SINGAPORE.—To London, £2 15s. dead weight and light freight; to Liverpool, £2 12s. 6d.

At PENANG.—The Albuera, 774 tons register, has engaged a full cargo hence to London at the following rates:—Tin, pepper, and tapioca, £3 per ton; india-rubber and hides, £3 5s. per ton; measurement goods, £3 10s. per ton.

COMMERCIAL POSTSCRIPT.

TEA.—The following is from the *Produce Markets Review*:—The arrivals have again been numerous, and although the average deliveries continue at the rate of some three cargoes per week, the stock of tea sensibly increases, and will continue to do so for at least another month, by which time it is probable that the import and delivery will be more nearly equalised than for some time past. The later arrivals from Foochow only confirm the general badness of the crop, and the constant accumulation of this class of Congou (much of it costing a high price) must be a source of the greatest anxiety to holders. The vexatious and unreasonable delay in obtaining delivery of newly arrived teas is now being felt in an intense degree. It is evident either that the resources of the Dock Companies are wholly inadequate to deal with the large arrivals which regularly take place at this season, and which should be provided for as a matter of course, or that a great lack of skill or disposition to facilitate business exists on the part of the Dock Companies' officers. At all the tea warehouses the greatest confusion exists, and the dealer has constantly to experience a delay of two or three weeks from the date of purchase before getting the delivery or the weight of a single package. Usually a delivery order has been obtainable in cases where a few packages were specially wanted, but the dock companies now appear incapable of affording even this slight accommodation, as applications for delivery orders appear to receive no attention whatever. The whole matter wants thorough investigation, but so long as the trade quietly submit to the losses which these delays occasion there does not appear to be the slightest chance of any improvement. A general impression exists, too, that brokers accept this state of things too much as a matter of course, and make no special exertion to alter it; there can, however, be no doubt that if the dealer dealt directly with the merchant, an amount of pressure would soon be brought to bear on the Dock Companies which they could not resist. All that is wanted is that extra assistants should be engaged when wanted, and not that the ordinary staff should be expected to do ten times the ordinary amount of work. A small sale of Indian Teas was held this week. As usual, the superior sorts were in demand at full prices, while common sorts again sold rather cheaper. There has been, and is likely to continue, an increased demand for Indian Teas. Sales of China Tea have been made by private contract to a fair extent, occasionally at slightly lower prices, and until the turn of the year a good deal of irregularity in value will exist. Green Teas and Scented Capers and Pekoes are unchanged in value. The market for common Congou is flat at the prices we last quoted. Broken Leaf is in better supply, and slightly cheaper. A telegram from Hong Kong, dated 17th November, gives the exports of Tea from China and Japan up to that time as 118,500,000 lbs.; this is an increase of 31,000,000 lbs. on the exports to about the same date last year, which amounted to 87,500,000 lbs., against 84,500,000 lbs. in 1866.

SILK.

The market continues without animation, and quotations remain nominally the same as when we last reported. Italian Silk has experienced rather a sharp decline from the high range prices it had attained, and will yet become more moderate before it comes into current demand. Manufacturers seem to be of opinion that should peace in Europe be undisturbed we shall have fair trade after the turn of the year. So few transactions of any note have taken place during the last fortnight that there is little to mention particularly. A parcel of Cantons has been placed at 19s. 6d, and some 4½ Tsatlees at 23s. Rereeled Silks are rather more pressed for sale, owing to the large quantity now here, which is increased, too, by every mail.

The *Salut Public* of Lyons gives the following report on the state of the silk trade there:—

Prices for good qualities are well maintained, and buyers have been disappointed when they expected to supply their deficiencies at reduced rates. In manufactures the sale is dull. Hopes were entertained of a rise in prices, to compensate for the increased cost of the raw material and of hand labour. This latter statement may appear curious when trade is slack, but it applies to country workmen for ordinary goods. An excess of prudence is to be noticed in the purchasers at first hand, who constantly hope that their stocks will last until a fall takes place. This expectation induces them to put off every kind of purchase. Speculators, in a word, are unwilling to run any hazard. The manufacturers, on the other hand, will not lower their prices, and thus no transactions are carried out. We have the Customs' receipts for the first ten months of the year. The export of plain woven silks amounted to 280,855,120 f., against 259,803,840 f. for the corresponding period of 1867, showing an augmentation of 21,051,280 f. The importation of the same class of goods is 12,567,750 f., the share of which falling to England is 3,025,950 f. We have already remarked that this introduction, which has almost doubled in two years, deserves the attention of the millowners; but it gives rise to no anxiety, and the fact is very strange to see some persons cherish the idea of a protective duty on silk goods, when these exhibit an export of two hundred and eighty millions in ten months. A trade which has created for itself this sovereign place in foreign markets would seem strong enough to protect itself at home. The quantity of flowered goods sent out is still null, or, at least, insignificant. The light silks maintain their position. The riband trade of St. Etienne shows returns identical with those of last year. The import of raw and floss silk has attained an unprecedented figure—321 millions, against 273 in 1867, and 253 in 1866. The export in these same goods is also in a considerable increase—115 millions to 96. These facts prove the augmentation of the transit in France. Some idea of this progress may be formed by comparing the amounts for 1868 and 1861, the latter only reaching 33 millions. The sales by auction will still further aid the development of this traffic.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Dec. 12, at London, from Galle, &c., Scott; from Rangoon, Scotia; at Falmouth, from Swatow, Stad Assen; 10, at Texel, from Batavia, Kaap Hoorn; from Patjitan, Mentor; 11, at Deal, from Ceylon, Agincourt; 13, at Liverpool, from Mnulmain, Golden Pledge; in the Downs, from Japan and New York, St. Dunstan; at London, from Singapore, Orion.

DEPARTURES.—Dec. 12, from London, for Hong Kong, Mary Nicholson; for Nicolajefsk, Amoor River, Dronning Louise; for Shanghai, Argonaut; 11, from Glasgow, for Singapore, Edinburgh Castle.

LAID ON.—At London, for Yokohama, Cedric; for Hong Kong and Foochow, Kaisow.

SPOKEN.—Ferdinand and Louise, Amsterdam to Batavia, Nov. 7, 8 N., 24 W.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

FEARON—On the 24th Oct., at Shanghai, Mrs. R. J. Fearon, of a son.

HARDY—On the 20th Oct., at Shanghai, the wife of Harcourt W. Hardy, Esq., of a son.

LOUREIRO—On the 19th Oct., at Macao, Mr. Pedro Loureiro, of a daughter.

PERREAU—On the 3rd Nov., at Singapore, Mrs. E. G. Perreau, of a son.

MARRIAGES.

SOHST—SOUZA.—On the 29th Oct., at Singapore, by the Rev. A. L. Dagnin, Theodore Heinrich Sohst, Esq., from St. Pauly, Hamburg, to Rosalie Mary, eldest daughter of M. F. de Souza, Esq.

VON DER MEDEN—ECKHARD.—On the 9th Dec., at All Saints, Bradford, Yorkshire, by the Rev. H. Leach, M.A., Carl August von der Meden, of Leeds, formerly of Penang, youngest son of C. A. von der Meden, Esq., of Hamburg, to Sophie Mathilde, second daughter of Ferdinand Eckhard, Esq., of Bradford.

DEATHS.

INNES—On the 13th Dec., at Edinburgh, Hugh Rose Innes, formerly of China.

WHITE—On the 26th Oct., at Shanghai, W. White, Esq., solicitor, aged 48.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as aguarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

Subscriptions, 5*4s.* per annum, including Postage. Export Supplement, 12*s.* extra

The London & China Telegraph.

LONDON, MONDAY, DEC. 14, 1868.

THE MAIL SERVICES FOR THE COMING YEAR.

THE two companies on whom we depend for communication with the Far East, by the "Overland" route, have issued their programmes for the ensuing year. That of the P. and O. Company may be described as being simply a continuation of last year's time table, the inward and outward mails being each twenty-six in number, leaving London every alternate Friday, and arriving every alternate Monday, the first departure for 1869 being on New Year's-day. For convenience of reference we reproduce at foot an abstract of the card issued by the company, showing these arrangements in detail, from which it will be seen that there will be three departures in July and December, and three arrivals in May and November. At last the *Messageries Imperiales* time-table is, to some extent, assimilated to that of the English company, and we are able to announce on reliable authority that after the present month the French mails will be despatched from Marseilles every fourth Saturday, the first departure under the new arrangement being fixed for the 23rd of January. Thus, until arrangements for a fortnightly service have been perfected, there will be thirteen instead of twelve French mails annually, and at least six days will always intervene between the departure of the English and French packets. Sunday would doubtless have been a still more convenient day, as the despatch from London would then have been brought into exact accord with the other service. We learn from the agents here that corresponding alterations will be made in the branch lines to Calcutta, Shanghai, and Japan; but instead of the existing service between Shanghai and Yokohama, which has always worked badly, and proved a fruitful source of delay in the despatch of the homeward steamers from Hong Kong, a direct service will be established between the latter port and Yokohama, thus rendering the Shanghai line independent, and affording much more rapid communication with Japan. A similar arrangement to this would be a great improvement if introduced into the P. and O. Company's service also, as we doubt not it will be at an early date, for the growing importance of the Japan trade, and the energetic competition of the Pacific Mail Company will render an independent P. and O. service to Yokohama almost a necessity. The first departure by the *Messageries'* vessels from Hong Kong for that port will be on the 8th of March, in connection with the mail leaving London on the 21st of January.

The outward P. and O. mails will be made up in London on the evenings of the following Fridays :—

January	15, 29	July	2, 16, 30
February...	12, 26	August	13, 27
March	12, 26	September	10, 24
April	9, 23	October	8, 22
May	7, 21	November	5, 19
June	4, 18	December ..	3, 17, 31

The homeward mails are timed for delivery in London on the Monday mornings affixed; but it should be noted that of the eight days allowed for the monsoon from June to November, only five are taken in the table :—

January	11, 25	July	12, 26
February...	8, 22	August	9, 23
March	8, 22	September	6, 20
April	5, 19	October	4, 18
May	3, 17, 31	November ..	1, 15, 29
June	14, 28	December ...	13, 27

THE publication of a telegram, stating that the French war vessel *Levrette* has passed through the Suez Canal from the Mediterranean to the Red Sea, has attracted renewed attention to the progress made with that gigantic work, which, the projectors now assert, will be open throughout its entire length by next year. Less partial observers extend the time to two or three years; but on all hands it is accepted as a moral certainty that by 1872 we shall see the waters of the two seas mingling through M. de LESSEPP's big ditch. Even then, however, it will be only excavated in some portions to the full depth of twenty-six feet. But even five or six feet of water will be sufficient to carry small craft, and to bear the dredging machines by which the bulk of the excavation is to be done; and then it will become a matter of easy and certain calculation when the portions of the bed composed of sand or clay can be further removed to the full depth intended. *The Times* last week published a most interesting letter written by the owner—who is also in himself the captain and crew—of the famous *Rob Roy* canoe, who has thoroughly explored the canal in that tiny craft, and communicates his impressions with great force and clearness

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THE news from Japan is as confused and contradictory as usual, but there is one item that is more reassuring than any we have received for a long time; we allude to the statement that the Japanese Government has borrowed from an English bank a sum of half a million of dollars, or more, on the security of the Customs' revenue. This is tangible evidence that they begin to perceive the real value of their foreign commerce, and we may take it for granted that the party now in power will, if it maintains its position, protect and foster the trade that supports an institution capable of affording them such substantial aid in a pecuniary emergency.

THE Japanese Government will probably not be long behind that of China in establishing duly recognised missions in Europe and America. We hear that already a beginning has been made by the appointment of a Japanese Consul (a native) at Hawaii, to watch over the interests of the now numerous body of Japanese subjects in that kingdom.

DIRECT TRADE WITH THE WEST OF CHINA FROM RANGOON.

The various Chambers of Commerce and the press of the manufacturing districts continue their exertions to keep this matter before the public, and we learn that further memorials from influential quarters will be forwarded to the new Government. The efforts of individuals in such uphill work as this are necessarily feeble, however persistent and well-directed; it is to the organised bodies that represent the commercial interests of the country—to the Chambers of Commerce, in fact—that we must look for that pressure that alone can succeed in carrying conviction to the minds of officials as to the merits of a project against which they are prejudiced by the misrepresentations of interested persons. We are glad to see that our recent observations on the evil result of the exclusive composition of the Indian Council, and the urgent necessity of some reform therein, have been quoted, with comments of approval, by several of the leading journals in the North, and one contemporary, the *Leeds Mercury*, prefaces its reprint of our article with the following very just remarks :—

Those of our readers who take interest in the peaceful extension of the nation's foreign trade, and who have noticed the protracted struggle our Chambers of Commerce have had with the Government of India on the question of opening a commercial way to the Shan States and West of China, will read with satisfaction the article appended from the *London and China Telegraph* of Monday last. We cordially agree with our contemporary's observations on the present too exclusive formation of the India-office Council, and on the necessity of Parliament providing, and promptly too, after meeting, for a due introduction of English mind and information into that Council, by enacting that a fair proportion of it shall consist of men who have not passed their lives in India, and exclusively in its military, civil, or judicial services. Even for the good government of India, the Council requires, not merely to be so reformed in its constitution, but to be divested of its controlling power over Her Majesty's Secretary of State for India; so that this Minister of the Crown may himself be, and may be held by the public to be, responsible, as are the other Ministers,

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for the right conduct of his department. His Council should be limited to advising only, his power of action being left supreme in questions involving expenditure as in others, he being individually responsible to Parliament.

Notwithstanding Sir Stafford Northcote's high eulogy of his Council towards the close of the late Parliament, and his statement that each of the fifteen worked more closely than did any of the clerks under them, the results of their labour show that the Council is far more numerous than *good* working can require. The number well admits of being reduced from fifteen to ten, and of this number at least four should be men who have not acquired by long residence and departmental service in India the mere Anglo-Indian mind and views for the rule of that portion of our Empire; but men who have grown up in the more free governing atmosphere of England, and whose minds have been formed in her more general and larger society and greater material progress. Such men, having the full knowledge of the true interests of the United Kingdom in the East, would cause those interests to be fairly considered and properly protected by the Indian Government; and at the same time promote a more equitable government of Her Majesty's Indian subjects, with a less arrogant and offensive treatment of the few independent Native powers still existing in and around British India.

Seeing how extensive and generally able all the separate subordinate departments of the India-office are, and how extensive must be their acquired knowledge of our Indian rule in all its branches, we cannot but believe that *six* members of the Indian services, if rightly selected, would be found ample to sit at that Council—say, two military, two civilian, one legal, and one medical—with their tenure of office limited to five years. This is amply long if their service in India has been of sufficient length to give them a general knowledge justifying their nomination to the Council. The number of the body being then reduced to ten, the four other seats should have men appointed to them who have not acquired, by residence and service in India, the narrow Anglo-Indian mind and views of ruling; men imbued with right English ideas of governing, possessing a general knowledge of the industries and commerce of the home country, and who, in watching over their interests in India, will at the same time promote the best interests and the progressive improvement of the people of India; by impressing on the Indian Government the advantages of a policy of peace, improvement of the intercommunications of the country, extension at all points of profitable cultivation of every kind, and a resulting increase of internal and external trade.

But whether the new Parliament may see fit thus to improve the home branch of our Indian rule, and to make the India-office, like all the other departments of State, a part of the Imperial Government *and subject to its control*, we would recommend the Chambers of Commerce to take the subject into their now early consideration, and to organise themselves for effective action in the matter by preparing petitions expressive of their views for presentation to the House of Commons immediately on its meeting. The subject is undeniably an appropriate one for the Commercial Associations of the kingdom now to take earnest and active action in.

MISSIONARIES IN CHINA.

The following additional correspondence has appeared in reference to the conduct and position of English missionaries in the interior of China:—

TO THE EDITOR OF THE "DAILY NEWS."

SIR,—May I, as one acquainted both with the mode of working in the China Inland Mission, and the personal character of its members, be allowed to correct a misapprehension which appears to have obtained currency as to the original cause of the outrage on the Rev. J. Hudson Taylor, M.R.C.S. and F.G.S.? Neither he nor any of his party had promulgated Christian doctrine in the City of Yarich, where they had only just arrived, where, if any report had preceded them, it should have been favourable, he having for many months in Hang-chow opened a gratuitous dispensary, which had proved so great a benefit to the inhabitants that they have at all times welcomed Mr. Taylor or any of his coadjutors—at first from gratitude, afterwards from a desire to know what motive could induce "foreigners," generally regarded as hostile, to settle among them for such a purpose. As to coercive measures for abolishing local customs, Mr. Taylor is the last man to attempt such a measure, unless a Chinese man or woman should voluntarily relinquish them on conviction of their futility. One of these missionaries writes:—"With the Chinese there is no such thing as progress. To them all that is good lies behind. The most genuine part of their religion is the worship of their ancestors, and this continual looking back has turned their manhood into a pillar of salt. They read 'Excelsior' backwards. Where are the men able and willing to come and spell it rightly to them?" It appears to me only justice that men and women who have left every attraction in England to accomplish this, and who are consequently unable to defend themselves in this difficult question, agitated by no fault of theirs, should be vindicated by those who remain here. Trusting the wide circulation of your paper among those whose interest in missions might be lessened by a wrong impression may be sufficient apology for my intrusion on your time,—I am, &c., E. HERITAGE.

134, Albany-street, N.W., Dec. 7.

TO THE EDITOR OF "THE TIMES."

SIR,—As the article on the "Chinese Inland Mission," which appeared in *The Times* of yesterday, is based on a misapprehension of the facts, I respectfully beg space for a few words of correction.

The Rev. J. H. Taylor, M.R.C.S., who is at the head of that mission, is well known to all who take an interest in the evangelisation of China. After labouring in China with great success during eight years, he returned to this country about eight years ago, where he occupied his time in studying medicine and revising the previous translation in the Ningpo dialect of the greater part of the New Testament, and in delivering addresses on the claims of China in many towns of the United Kingdom. About two-and-a-half years ago he returned to China, accompanied by sixteen helpers; since then others have joined him, making the present staff of missionaries twenty-nine in all. These devoted labourers have no guaranteed salary from any source. They have no committee at home to plead their cause with the British public. A Christian gentleman receives what is sent to him on their behalf, and transmits it to them.

So far from "finding the people as well as the authorities dead against them," "first in one city, then in another," in which they have tried to "force their way," they have succeeded in opening mission stations in various cities of the interior, such as Hang-chow, Siao-shan, Tai-tchou, Wun-chau, Su-chew, and Ning-hia, where they are labouring amid difficulties, no doubt, but also amid very much which is fitted to encourage. Hang-chow has been the head-quarters of the mission until Mr. Taylor's removal to the scene of the late outrage. A young lady who went out from my church is now in that city. According to a letter of hers, recently received, she is known in every part of the city, and has never had a rude word addressed to her. The people invite her to their houses, and press their hospitality on her to an extent which proves often embarrassing, although very gratifying as an expression of their affection and gratitude. At Yang-tchou, the scene of the outrage, they have not had time by their teaching to produce any impression on the people, whether good or bad. They were but settling in their newly-obtained residence when the attack on it was made, so that that in no way indicates the feelings of the people in reference to what the missionaries teach; nor is there any reason for supposing that, were the preliminary difficulties connected with opening new ground in China once overcome, the impression produced there would be less favourable than in other cities where Mr. Taylor and his devoted band have been able to make a fair trial.

Mr. Taylor is the last man to seek to involve his country in hostilities with the Chinese on any ground whatsoever. It was not his wish that a "gunboat should appear on the scene."

As to the "worship of ancestors," I fear Scripture teaching cannot be made to appear otherwise than hostile to that; but to object to missions on that ground is to object to missions *in toto*. Trusting to your candour for insertion,—I am, your obedient servant,

Regent's Park Chapel, Dec. 4. WM. LANDELS.

LEGAL.

EQUITY COURTS.—DEC. 8.

(Before Vice-Chancellor Sir JOHN STUART)

IN RE THE ASIATIC BANKING CORPORATION (LIMITED)—EX PARTE THE ROYAL BANK OF INDIA.

This was an application on behalf of the manager of the Royal Bank of India to have that company taken off the list of contributories to the Asiatic Banking Corporation, which was being wound up by the court. In 1865 the Royal Bank of India became transferers from the Financial Association of India and China and others, who were customers of the bank, of 605 shares in the Asiatic Banking Corporation. The shares were transferred as security for money advanced on loan by the Royal Bank to its customers. The deeds of transfer were expressed to be made to the "Royal Bank of India, its executors, administrators, and assigns," subject to the charter and deed of settlement of the Asiatic Corporation. All such transfers ought to have been made by hand, duly stamped, and sealed. But it appeared that that had not in these instances been done. The Royal Bank of India, notwithstanding, took their transfers, which had been duly executed by the attornies of the transferers, to the Asiatic Company. That company then registered them; and it having been subsequently found that the transferees had received some dividends on some of the shares, and had sold others of them, the official liquidator of the Asiatic Company placed the Royal Bank of India on the list of contributories to that bank. From that the Royal Bank of India now applied to the court by way of appeal. The grounds on which the appeal was rested were these:—That, as a general rule, no one banking corporation could be a shareholder in another, and in particular, the articles of association and deeds of settlement of these companies did not sanction the transaction in question. It was also contended that from the form of the transfers it was never intended that the transferred shares should be transferable to any body corporate; and that the transfers, even if so far valid, were inoperative, as not having been duly sealed.

Mr. E. K. Karslake, Q.C., and Mr. Fry appeared for the Royal Bank of India; Mr. Dickenson, Q.C., and Mr. Kekewich, for the Asiatic Banking Corporation, were not called upon.

The Vice-Chancellor said the motion must be refused with costs. The shares in question were transferred to the Royal Bank of India as a security for debts due to them from the original holders of the shares. It was said that the articles of association of these companies did not allow of the transaction. But what was done was this: The Bank of India first got the shares transferred to themselves; they then procured themselves to be registered by the Asiatic Banking Corporation as shareholders in that company. It was also said that because the transfers of the shares had not been duly sealed the registration was invalid. But, whatever might be the effect of that infirmity in the title—though it did not amount to a defect of title—the Royal Bank of India had not only allowed themselves to be registered as shareholders in the Asiatic Corporation, but they had received dividends on, and had, indeed, subsequently sold some of the shares; had, in fact, dealt with them as if they were complete owners of them. They now sought by a technical objection to get rid of their liability. That could not be allowed; and, upon the whole of the case, the Royal Bank of India was properly placed on the list of contributories to the Asiatic Banking Corporation, and must be retained on it

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(Before Vice-Chancellor Sir G. M. Giffard.)

IN RE AGRA AND MASTERMAN'S BANK.—IN RE SHIPMAN.

This was a summons adjourned from Chambers, the object being to determine the amount of remuneration to which Mr. Shipman was entitled as creditors' representative in the matter of the winding up of the Agra and Masterman's Bank. Mr. Shipman was formerly manager of the bank at a salary of £1,500 a-year. He had received £750 by way of salary for six months after the winding up. On the 23rd of June he was appointed creditors' representative, which office he had continued to hold to the end of January, 1867. For this he claimed to be paid £2,500. Since the winding up he had become a billbroker. His duties as creditors' representative had not required the services of more than one clerk, and he had been put to no outlay beyond a small sum of £23 or thereabouts.

Mr. Druce, Q.C., and Mr. A. G. Marten appeared in support of the application.

Mr. Kay, Q.C., and Mr. Westlake, for the committee of shareholders, objected to the claim as being exorbitant and unreasonable. They also appeared in support of a cross-summons charging Mr. Shipman, whilst manager, with having made advances on a loan account to a Mr. Robert M'Kim, with which sums Mr. M'Kim, who was a broker, speculated; there being an arrangement between the two that Shipman should take a share in the profits, if any, but should not participate in the losses. The advances were to the extent of £93,000, of which only about £21,000 was now covered by the present depreciated value of the securities. Mr. M'Kim was insolvent.

Mr. Druce and Mr. Marten, for Shipman, on the cross-summons, said that Shipman's advances were all in conformity with the regular practice of the bank, and denied the jurisdiction of the court to try the question.

The Vice-Chancellor, without hearing a reply on the cross-summons, said that upon the facts as had been stated by Mr. Shipman his claim was clearly an extravagant one. His Honour should allow him £100 a month for the period during which he had acted a creditors' representative, and he was of course entitled to his outlay and to costs, in respect of which he might be allowed £100. As regards the second summons, it was equally plain that the arrangement whereby Mr. Shipman, being a confidential manager of the bank, was to receive part of the profits of a speculation in the advances made to M'Kim, was a gross misfeazance and a gross dereliction of duty. There could be no doubt as to the jurisdiction of the court: and as it appeared that of the sums advanced, £32,822 were placed to the joint account of himself and M'Kim, Mr. Shipman must be ordered to pay £32,822 within a month from the service of the order, less the sum due to him for his remuneration, and costs.

BANKRUPTCY COURT.

IN RE WILLIAM ANDERSON.

The bankrupt was a merchant, formerly carrying on business at Calcutta, in partnership with D. C. Gordon and A. Stuart, under the style of Gordon, Stuart and Co. He has been before the Court since August, 1867, various adjournments having taken place with a view to an arrangement of the bankrupt's affairs, and in order that information might be received from India respecting the position of the firm of Gordon, Stuart and Co. It was now stated that the necessary information had not yet been received, and the accountants (Messrs. Johnstone) had consequently been unable to file the bankrupt's accounts.

A further adjournment for two months of the sitting for examination and discharge was accordingiy ordered.

The *Elk* and *Hornet*, new twin-screw composite built gun-vessels, each of two guns, 464 tons, and 120-horse power, have been commissioned at Portsmouth for China, the former by Commander Algernon G. Wootton, and the latter by Commander Duncan G. Davidson. The latter officer, like Captain Brooker, has made for himself by his past services a reputation in China. He was attached to the Naval Brigade at the storming of Canton in December, 1857, at which affair he assisted Captain Sherard Osborn in burning the houses in the vicinity of the North Gate, a service of considerable difficulty, and executed under a sharp fire from the enemy. He also assisted at the destruction of the Pehio forts. Commander Wootton has also served in China and Japan as first lieutenant of the *Leopard*, then commanded by Captain Leckie.

Etiquette in the French Navy.—Among the civilian passengers by the French Government vessel the *Var*, which left Toulon recently for Cochin China, was M. Dupré, a trader of Paris. When off Messina he demanded permission of the officer on duty to have a certain trunk delivered to him that he might get a change of linen; but having kept his hat on when speaking, he received from the other a tap on the side of the head which knocked off that covering, and to which he replied by a slap in the face. He was at once put in a boat and put on shore, whence the French Consul at Messina sent him back to Marseilles to be placed at the disposal of the maritime authorities. These in turn gave him up to the Prefect of Toulon, who placed him in detention at the hospital while waiting for instructions from Paris. At last M. Dupré was liberated and returned to Paris. His release, the order for which came by telegraph, was due to the interference of a young advocate who has gained considerable celebrity in the recent press trials. Directions were given to reimburse the passage money, but M. Dupré is not satisfied with that course, and proposes to bring an action for damages against the Administration of the Marine.

Monetary and Commercial.

The committee of the creditors of the Commercial Bank Corporation of India and the East have issued a circular stating that after much troublesome negotiation the heads of an agreement as between the liquidator of the corporation, the liquidator of the old bank, and themselves have been arranged, which must be submitted to formal meetings of shareholders here and abroad, to be called under the direction of the Court of Chancery. If adopted by such meetings, the Court will then be asked to direct the liquidator to carry such agreement into effect, its substance being to stop all litigation and to pay the creditors 17s. 6d. in the pound. The committee add that the litigating contributories are resisting the calling of the proposed meetings, and also a £5 call now applied for by the official liquidator for the purpose of enabling him to make his arrangements for obtaining the funds necessary for the payment of the proposed compromise, if finally agreed to, and that both matters will be argued in Court shortly. The committee are advised that the meetings will, in all probability, be directed to be held by the Master of the Rolls, and that the £5 call will also be ordered. If the meetings do not adopt the agreement for compromise, the committee will then take the necessary steps to urge on the Court the necessity for calling up the remaining capital, and dividing the assets as quickly as possible among the creditors. They trust, however, to be able to report by the end of January that the compromise arrangements are perfected, and that a dividend of at least 4s. in the pound will be then shortly paid to the creditors on account, and the dates named when the remaining 3s. 6d. may be expected.

At the annual meeting of the Peninsular and Oriental Steam Navigation Company, Mr. P. D. Hadow in the chair, the report, a summary of which we have already given, was adopted, and a dividend declared of 3 per cent., free of income-tax, for the six months ending 30th September last, making, with the distribution in June, 6 per cent. per annum.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 12th inst., was in gold to Bombay, £45,514; to Galle, £6,557; to Madras, £1,007; to Calcutta, £3,000; in silver to Bombay, £33,000; to Calcutta, £24,800; to Singapore, £19,500; to Hong Kong, £25,755; to Shanghai, £2,000; total in gold, £65,141; in silver, £105,055.

PENINSULAR AND ORIENTAL STEAM COMPANY.

The twenty-eighth annual meeting was held on the 8th instant, at the offices of the company in Leadenhall-street; Mr. P. D. Hadow in the chair.

The report of the directors (which has been published) was taken as read.

The Chairman, in moving its adoption, observed that it was of more than ordinary interest, it being the first report presented since the commencement of the extended contract. They must not, however, take it as any criterion of what would be the future results, seeing that the accounts, which were made up to the 30th September, embraced only eight months out of the portion of the financial year as regarded the Government contract. Although the report might not be so encouraging as they could wish, they must bear in mind that they had been passing through a period of unexampled depression, as great almost, in fact, as during the previous year. As they knew, trade had been very weak, almost stagnant, during the present year, particularly in regard to the East and China, and so great had been the falling off that even the outward freights had in the latter portion of the financial year almost ceased. They had consequently had nothing like the usual traffic; but despite this, and in the absence of specie freights, they were enabled to show an increase upon the freight account. He mentioned this as proving that there had been no want of vigilance on the part of the management in their endeavours to get all they could. (Hear, hear.) They had been unfortunate in the failure of specie freights, and he was sorry to say that he saw but very little signs of their return. They had been also unfortunate in the loss of two fine ships. Both of these vessels were under the command of experienced and talented commanders, who had spent the greater part of their lives in the service of the company, and whom a naval court of inquiry, specially appointed to investigate the matter, had acquitted from all blame. (Hear, hear.) But although on the one side there was something to depress, there was on the other something to encourage hope. In the first place, there was the Abyssinian expedition, which had been very glorious to the nation, and in the advantages of which they had participated in a portion of the receipts which were now to be divided. The freights of late, too, had been improving, although the receipts did not come into the half-year's report. Since the 30th of September there had been a manifest improvement in the homeward freights, especially of silk. There was also an accession of revenue from a new species of freight, viz., silk-

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worms' eggs, which had recently been largely imported into Italy and rance from China and Japan. That trade, however, was yet in its infancy, but the results were already important and satisfactory. Within the last ten days they had delivered at Genoa 2,500 cases of silkworms' eggs, for distribution in Italy, and the consignees had thanked the company for the careful manner in which they had been conveyed. (Hear, hear.) It was somewhat curious that in the fifth century the first import of silkworms' eggs took place into Europe, to Constantinople, through two Persian missionaries, and from Constantinople they spread through Italy and France; and it was strange to find that now in the nineteenth century they should be largely imported into France and Italy from China and Japan. The traffic was one calculated to increase, and he hoped that next year a valuable revenue would arise from this branch of traffic. Another satisfactory point was the satisfactory condition of the fleet. The management was bestowing upon their fleet every pains and attention to make it efficient, and to maintain and adapt the ships to the ever-changing traffic that was now arising. Long ago ships of from 400 to 500 tons for cargo were sufficient for all purposes. Now they required ships of 1,500 tons cargo to make them pay. This, of course, added to the expenditure. The increased annual subsidy had also tended to swell their receipts. They had not, as he had said, gone through the whole of the financial year, and they had therefore to deal with £66,000 odd as the proportionate part, for the eight months, of the £100,000 of the increased amount above the £400,000. They assumed that as an asset, for the Post-office said that the period had not arrived for the examination of the accounts; but the Post-office had undertaken in future to arrange the period of the examination so as to coincide with that of making up the company's accounts. In order to show how satisfactorily the arrangements with the Post-office had been carried out, he referred to a return of the arrival of the several steamers at the connecting points of postal communication, as compared with the time tables, the result being,—ship *Cadiz*, from Yokohama to Shanghai, 26h. 55m. before time; *Norna*, Shanghai to Hong Kong, 22h. 35m. before time; *Malacca*, Hong Kong to Ceylon, 1h. 30m. behind time; *Avoca*, Sydney to Ceylon, 27h. 2m. before time; *Candia*, Calcutta to Suez, 11h. 12m. before time; *Bengal*, Bombay to Suez, 15h. 23m. before time; *Poonah*, Alexandria to Marseilles, 1h. behind time. This return was dated 30th November, 1868. They had every reason to be satisfied with their officers and agents, and especially with the skill of those commanders whose valuable scientific aid in connexion with the recent solar eclipse had been warmly acknowledged by the Royal Society. Before sitting down he might be allowed to observe that dividends in this company could not be earned as they used to be. The silver age had passed, and they had now come to the age of iron, and it required the utmost energy and prudence to keep up their dividends, considering the competition to which they were subjected. They had every reason to hope that things having come to the worst would grow better, and they might depend that the best energies of the board would be devoted to the application of such improvements to the benefit of the shareholders.

Mr. Weguelin seconded the motion.

Mr. Gliddon gave credit to the board for doing all in their power to make the company prosperous, and believed the proprietors were well content to leave the management of their affairs in their hands. But he thought it desirable that they should be informed when the system of increasing capital in an inverse ratio to the profits would cease. In 1858 the capital was £2,300,000, since when it had gone on increasing by £200,000 a year, and now stood at £4,100,000. The Government guarantee of 6 per cent. was only upon £2,700,000, the difference being entirely at their own risk. Again, while the capital had increased to almost double, the stock of ships had increased only one-third, and the tonnage but 20 per cent. They were not likely ever to carry the same amount of specie they formerly did, it having gone another way. They were told that the number of passengers was never larger, but the returns did not show it, nor the amount paid for provisions. There had been an increase of returns arising from the Abyssinian expedition, but apart from that extraordinary receipt they had not earned 3 per cent. The receipts from that source and the Government subsidy in excess of the contract amounted to 3¼ per cent., so that the ordinary receipts were equal only to 2½ per cent. The Government subsidy was insufficient, being only at the rate of 6s. 1d. a mile, against 18s. 6d. which the French Government allowed. He contended that it was unworthy of a nation like ours to repay such valuable services as were rendered by the company with dishonest parsimony.

A shareholder asked if the directors were still receiving the large remuneration paid to them when the company paid high dividends?

Mr. Godfrey remarked that in bad times, when dividends were low, the responsibility and labour of the directors were highly increased.

Mr. Jones referred to the large portion of the postal trade of the country which passed the Peninsular and Oriental Company, contending that in return for such valuable services they had an equitable claim to 5 per cent. at least on the whole of their capital, and not only France by the Messageries Imperiales, but Italy was also competing with us for the Eastern trade, and the question really was not as between this company and the Messageries, but between this country and the Continent, who should have the whole of the trade between Europe and India and China. He held that the per centage set aside for insurance was insufficient, the difference being appropriated to the dividend; the depreciation fund was also inadequately provided for out of the profits of the half-year, consequently the dividend could hardly be regarded as a fairly earned one. The only chance of improvement that he saw was in economy of management. They spent £300,000 a year in repairs, and £600,000 in coals. Now, he thought it might be advantageous if they had the practical knowledge of a stoker at the board. (A laugh.) Such a man would be able to state what the proper amount of fuel was for ships of different tonnage. In this item of repairs and coals there was ample room for economy. He asked whether any recent negotiations had taken place with the Government touching the conveyance of Government troops by the company exclusively, the improvement of the port of Galle, and whether any public recognition had been taken of the company's services in connection with the Abyssinian expedition.

Mr. F. E. Murray suggested that a saving might be effected by using Indian instead of British coal for the service in the Eastern seas. Indian coal of good quality might be had at Calcutta for £1 per ton, while the price of British coal there was, he understood, 55s. per ton. The experience of the Indian railways proved the economy arising from using Indian coals. He condemned the practice of supplying passengers with wines and spirits *ad lib.* on board ships as likely to encourage waste.

Mr. Wray asked for some explanation as to the provident good-service fund, which he urged should be invested separately in trustees, instead of appearing as a general credit in the assets. He recommended that the debentures should be converted into a debenture stock, which might be issued at 4 per cent., and, as the amount was £800,000, the difference of interest would be about £4,000, a sum equal to the directors' remuneration.

The Chairman could not undertake to go into the capital, which had been increased by the operations of the company having extended; and as to when the capital would come to a state of rest must depend on whether their operations remained as they were. On the main lines the passengers were as numerous as formerly, but the reason that the receipts were not greater was, that since the weekly service to Bombay had been established, there were more passengers on the shorter line, and few on the longer or Calcutta line. With regard to the "miserable dividend," as Mr. Glidden termed it, he was not prepared to hold out hopes of a greater dividend than six per cent. At all events he would forbear prophesying on the subject. The directors' remuneration was regulated according to their attendances, upon a scale which the company had sanctioned. The consumption of coals Mr. Murray himself had admitted the other day at the office had been brought down to a point which he himself could never have dreamt of. They could not get a supply of suitable coal at Calcutta from the Indian collieries, but a gentleman had been deputed to make inquiries as to whether any means could be devised of making the Indian coal economically available. Wines and spirits were not supplied *ad libitum* to the passengers. A certain quantity was placed on the table, and no more. The directors were using the utmost efforts to carry out economy in every department. The good-service fund, £50,000, for allowances to old servants, insurances, &c., was charged five per cent., as though it was a separate account, and although it was not separately invested it was perfectly safe. The converting the debentures into a stock had been discussed, and legal opinions taken upon it, but the result was that the suggestion could not be acted upon. They had never found any difficulty in renewing debentures at 5 per cent., and occasionally they had renewed them at 4, and even 3½ per cent. Communications had passed between the board and Lord Carnarvon on the subject of improving Galle harbour, but nothing had been done. Whether the company would be more successful with the new Government remained to be seen. The subject would not be lost sight of.

The report was then unanimously adopted, and the dividend, at the rate of three per cent., free of income-tax, for the half-year, was declared.

The Chairman, having drawn attention to the increased responsibility and enhanced duties of the managing directors, said it was proposed that their remuneration should be £4,000 a-year, instead of a fixed payment for each attendance.

Mr. Mackinnon moved a resolution to that effect, which Mr. Jackson who said that the labours and responsibilities of the directors had almost doubled since the time when they used to pay such high dividends, seconded.

The resolution was carried unanimously.

The Chairman, after a brief acknowledgment of this renewed mark of the shareholders' confidence proposed the ratification of thes election made by the board of Mr. Cowie as a director, in the room of the late Mr. Anderson.

This also was carried unanimously.

Mr. Cowie expressed his thanks.

The Chairman then explained that the appointment of Mr. Cowie left the number of directors at the minimum, and it would shortly be still further reduced by the retirement of Mr. Weguelin, whose other pressing avocations had for some time made him desirous of resigning. It was proposed to elect two new directors, making up the total number to eleven.

Mr. Thurburn proposed, and Mr. Ogden seconded, the election of Captain Engledue, of Southampton, and Mr. Jones and several other proprietors having spoken in support of the proposition, it was carried *nem. con.*

Captain Engledue returned thanks, and made some practical remarks, as an old commander in the Peninsular and Oriental and other companies, on the subject of economising fuel, mentioning instances where, by using sails and reducing steam (while keeping up the contract speed), very great saving in the consumption of coal had been realised, and suggested that if only a ton of coals a day per ship could be thus saved, it would amount to £109,000 a-year.

Mr. Godfrey nominated the Hon. R. L. Melville; and Mr. M'Cleond having seconded the nomination, it was carried unanimously.

Mr. Davis moved a special vote to Mr. Weguelin, M.P., for his long and valuable services, together with an expression of regret at his retirement from the board. This having been seconded by the chairman, and carried, was appropriately acknowledged by Mr. Weguelin.

Thanks to the chairman and his colleagues terminated the proceedings.

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LONDON PRICES CURRENT.

Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ⅛ per cent.

	s.	d.	s.	d.
ARROWROOT.				
(*Duty 4½d. per cwt.*)				
East India	—		—	
CANES, Bamboo—each	0	0½	0	2½
Malacca	0	1	0	9
Partridge	0	0½	0	3½
Tonkin & Carolina ...	0	0½	0	0½
Rattans, com., per 100	2	6	4	6
Good and fine „	5	0	7	6
CHEMICALS.				
Alum ... ...per ton	150	0	155	0
Antimony, ore ...	280	0	300	0
crude ...per cwt.	23	0	26	0
regulus, bowl ...	48	0	50	0
star	48	0	—	
Brimstone, roll per cwt.	11	3	11	6
Calomel ...per lb.	2	5	—	
Corros. Sublim. pr. lb	1	11	—	
Iodine, dry per oz	0	9½	0	10
Ivory Blk. dry, p. cwt	—		—	
Lime, Acet. wh. ...	12	6	22	0
Magnes. Carb. per ct.	42	6	—	
Prussian Blue ...	1	0	1	10
Quinine Sulph , per oz	—		—	
British, in bottle ..	4	11	—	
French	4	6	—	
Vermilion, Eng. ...	2	6	3	0
China ...	2	7	2	8
COALS, best per ton	18	0	19	0
other sorts	13	0	17	3
COCHINEAL per lb				
Honduras, black ..	3	2	4	5
silver ...	2	10	3	7
pasty ...	1	5	2	8
Teneriffe, black ...	3	0	4	9
silver ..	2	10	3	3
COFFEE, in bond per ct				
(*Duty 3d. per lb.*)				
Ceylon				
Native, fine bold ...	56	0	60	0
gd. and fine ord.	49	0	52	0
small and ordinary...	42	0	48	0
Plantation, fine ...	90	0	95	0
fine middling ...	86	0	89	0
good middling ...	77	0	85	0
middling	71	0	76	6
fin. ord. to low mid.	62	0	70	0
mixed and triage ...	25	0	54	0
Other British E. I.				
fine and superior ...	87	0	98	0
good and fine ...	82	0	86	0
mid. to good mid....	71	0	81	0
fine ord. to low mid.	60	0	70	0
good ord. Native ..	52	0	56	0
ordinary	50	0	51	0
Batavia, yellow ...	68	0	80	0
pale and mixed ...	47	0	65	0
Manila...	44	0	58	0
Singapore	38	0	67	0
Sumatra	36	0	44	0
COTTON ...per lb.				
Surat	0	6½	0	10
Sawginned Dharw ...	0	8½	0	9½
Madras, Tinnevelly ...	0	7⅞	0	8⅛
North, and Westrn.	0	7	0	8½
Cocanada	0	7½	0	7½
Bengal and Rangoon	0	6⅞	0	7⅛
Scinde	0	6½	0	7⅜
China	—		—	
Egyptian	0	9	1	5
Smyrna	0	7⅛	0	10
Sea Island	1	10	5	0
Upland...	0	10	0	11⅛
Mobile...	0	10	0	11⅛
New Orleans	0	10	1	0
CUTCH.				
See Terra Japonica ...				
DRUGS.				
Aloes, Hepatic, per ct.	100	0	180	0
Socotrine	140	0	260	0
Aniseed, Chi. Star ...	95	0	100	0
Beans, Tonquin, per lb.	1	2	1	6
Camphor, per cwt. ...	—		—	
Japan	145	0	—	
China	145	0	—	
Cardamoms				
Malabar	—		—	
good	10	0	10	6
inferior	6	6	9	0
Ceylon	2	10	3	0
Corosos Nuts, per cwt	12	0	16	0
Cassia Fistula ...	15	0	28	0
China Root	30	0	40	0
Cubebs...	40	0	—	
Dragon's Blood, reed	100	0	220	0
lump	—		—	
Galangal Root ...	16	0	18	0
Gentian Root... ...	16	0	—	
Ginger, prsd. (*Duty 1d. per lb.*)	0	6	0	10
Ipecacuanha ... per lb	5	9	6	0
Isinglass, Brazil ...	3	6	4	6
Tongue sort ...	4	0	5	5
East India	2	3	4	2
Myrabolanes, per cwt.	11	3	17	3
OILS.				
Aniseed ...per lb.	10	6	11	0
Cassia	5	9	—	
Cinnamon ...per oz	1	0	4	0
Citronel	0	2⅞	0	3
fine	0	3½	—	
Clove ... ...per lb	2	6	—	
Lemon...	3	6	6	0
Lemongrass ...per oz.	0	4½	0	4⅝
Mace, expressed ...	0	0⅝	0	2⅛
Nutmeg	0	4	0	7⅛
Orange ... per lb.	5	0	7	0
Orris Root .. per ct.	38	0	42	0

	s.	d.	s.	d.
DRUGS				
Rhubarb ... per lb.				
China, good and fine	5	6	9	0
gd mid. to ord ...	1	3	4	9
Dutch trimd. ...	10	0	12	0
Saffron, Spanish ...	28	0	34	6
Squills	0	1	0	2½
Tamarinds ... per ct				
East India	30	0	32	0
Vanilla, large...per lb.	10	0	16	0
DYE STUFFS.				
Galls, Buss. bl. per ct	90	0	105	0
in sorts	80	0	85	0
white	50	0	55	0
China	48	0	49	0
Turkey, blue ...	—		—	
Japan	48	0	49	0
Madder Root	—		—	
Bombay	40	0	45	0
Orchella, Angola ...	30	0	37	0
Bombay	—		—	
Turmeric per cwt.	—		—	
Bengal	21	0	21	6
Madras	19	0	28	0
Malabar	—		—	
Java...	—		—	
China, &c.	28	0	32	0
GAMBIER.				
See Terra Japonica				
GUM ... ...per cwt	£	s.	£	s.
Arabic...	—		—	
E. I. fine pale ...	4	0	4	3
sorts, mid. to fine	3	0	3	17
garblings ...	2	5	2	15
Assafœtida, com. to gd.	3	0	5	0
Benjamin, Siam, 1st				
and 2nd	18	0	34	0
Sumatra, 1st and 2nd	7	0	12	0
Copal, Angola red ...	3	0	3	10
Manila	1	9	2	5
Dammar, Batavia, pale	4	10	4	15
Singapore	3	15	4	12½
Gamboge, pkd. pipe...	20	0	22	0
Gualacum ...per lb.	0s	8d	1s	4d
Kino ... per cwt.	60	0	120	0
GUTTA PERCHA.				
per lb. genuine ...	1	10	3	4
HEMP. per ton	£.	s.	£.	s.
Sisal	38	0	42	0
Bombay & Kurrachee	—		—	
Manila...	42	0	51	0
do., good & fine white	70	0	90	0
China grass	—		—	
COIR ... per ton				
Rope...	19	10	34	0
Yarn, good & fine...	40	0	60	0
ord. to fair ...	26	0	38	0
Bombay, cm. to fn.	—		—	
Junk	—		—	
Fibre	22	0	34	0
HIDES.				
Sourabaya & Batavia				
Ox and cow hides,				
dry, best, 61b. to	s	d	s	d
101b.	0	8	0	9½
Seconds	0	6	0	7
Thirds	0	4	0	5
Buffalo hides, yel-				
low, best, 171b.				
to 221b. ...	0	6½	0	7½
Seconds	0	5	0	6
Thirds	0	3	0	4½
Dark, best, 201b. to				
281b.	0	5	0	6½
Seconds	0	3	3	4½
Singapore,				
Ox and cow hides,				
dry, best, 61b. to				
101b.	0	8½	0	10
Seconds & Thirds	0	5	0	8
Buffalo hides, best,				
171b. to 201b. ...	0	5	0	6½
Seconds	0	4½	0	5½
Manila,				
Buffalo hides, best,				
181b. to 271b. ...	0	4	0	5
Seconds	0	3	0	3½
HORNS, BUFFALO,				
Calcutta, Madras and				
Bombay, 11b. to 21b.,				
per cwt.	22	0	33	0
Singapore, 2½lb. to 4lb.	35	0	46	0
INDIA RUBBER, pr lb.				
East India	—		—	
Assam and Pegu ...	0	11	1	2
Penang, &c.	1	5	1	8
LAC.				
STICLAC	55	0	67	6
METALS.				
IRON ... ...per ton	£	s.	£	s.
Welsh Rails in Wales	6	5	—	
Welsh Bars in Wales	5	15	6	0
Welsh Bars in London	6	10	6	15
Staffordshire Bst. Bars				
in London	7	12½	7	15
Staffordshire B. Nail				
Rods...	7	12½	7	15
Staffordshire B. Hoops	8	5	9	0
Staffordshire B. Sheets	9	0	9	10
Scotch Pig No. 1 in				
the Clyde	2	14	2	19½
Swedes Bars in Lon-				
don	10	0	10	10
Swedes Steel in kegs,				
½ in. and ⅝ in. ...	15	0	15	10
COPPER				
Ore ... per unit	0	14	0	14½
Chili Slabs per ton	70	0	—	

	£.	s.	£.	s.
METALS.				
Spanish Cake... ...	69	0	—	
Australian Burra ...	79	10	—	
Australian Wallaroo ..	79	10	—	
English tough quality	73	0	74	0
English best selected	76	0	77	0
English Sheets,—				
Sheathing, &c. ...	78	0	80	0
English Bottoms ...				
rolled	—		83	0
English Bottoms ...				
hammered	—		88	0
	s.	d.	s.	d
Yellow Metal Sheets,				
4 by 4 ft. ...per lb.	0	6½	0	6¾
Yellow Metal Sheath-				
ings and Rods ...	0	6½	—	
LEAD. ... ...per ton				
	£.	s.	£	s.
Pig, W.B.	21	5	—	
Pig, other brands ...	19	0	19	2½
Spanish soft, ex ship	18	7½	—	
Sheet	20	0	—	
Shot (kegs extra) ...	22	0	22	5
White (kegs extra) ...	27	0	600	0
Red (kegs extra) ...	20	15	21	0
SPELTER....				
Silesian	20	10	—	
English (smelted				
from ores)... ...	20	0	—	
ZINC.				
English Sheet ..	25	10	26	0
MOLASSES, (*duty 3s. 6d.*)				
East India	—		—	
OILS	£	s	£	s
Cocoa-nut, Coch. p.tn.	51	0	—	
Ceylon	49	0	—	
Sydney	44	0	48	0
Rapeseed—Eng. pale	33	0	33	10
„ brown	31	0	—	
PLUMBAGO.	s.	d.	s.	d.
Ceylon, Lump ...	27	0	44	0
Dust	15	0	22	6
German	—		—	
PROVISIONS, per cwt.				
Butter—	£	s	£	s
Cork, 3rd to 1st ...	6	0	6	14
Beef ... per tierce				
Foreign, India ...	7	15	8	7
mess, and Ind. mess	5	0	6	10
Pork—				
Pickled middles ...	3	4	3	8
Irish, prime In. new				
mess. prime p. brl.	5	5	5	12½
Foreign Ind. per trc.	—		—	
mess per barrel	5	0	5	12½
Hams, Irish	4	10	5	12
American ...	—		—	
Lard, Irish bladder ...	3	18	4	4
keg and firkin ...	3	10	3	18
RICE ... per cwt.	s	d	s	d
Bengal, white ...	9	3	15	6
red	—		—	
cargo	—		—	
Ballam and Moonghy	9	0	9	6
brkn. and ord. white	—		—	
mid. to good white	—		—	
Madras	9	0	9	9
Arracan	9	6	11	0
Moulmain	11	0	11	9
Rangoon and Bassein	10	0	11	6
Saigon...	9	0	10	0
Java	—		—	
Patna-cleaned ...	16	0	23	0
Ballam do. ...	11	0	12	0
Rangoon do. ...	12	0	20	0
Java do. ...	20	0	35	0
SAGO (*duty 4½d. per cwt.*)				
Pearl, small (in bond)	19	0	20	6
large and medium	17	6	20	0
SALT (at the works in				
Cheshire, exclusive of				
3s. lighterage) per ton				
common	5	6	—	
butter	8	0	—	
stoved, common ...	10	6	—	
handed	12	0	—	
bagged	—		—	
Rock, large lumps ...	6	0	—	
SALTPETRE. per cwt.				
Bengal, 6 p. c. or und	24	3	24	6
over 6 per cent. ...	23	9	24	0
Calcutta, 5 to 2 pr. ct.	—		—	
12 to 6 per cent. ...	—		—	
Scinde, refined ...	—		—	
Madras	22	0	23	0
Bombay & Kurrachee	—		—	
low to fine	—		—	
SEED.				
Rape per qr. 416lbs.				
Calcutta	48	0	49	0
Madras	52	0	—	
Bombay	51	0	52	6
Japan	—		—	
Teel per 384 lbs.				
Sesame or Gingly ...	63	0	65	6
SHELLS per cwt.				
Mother o'Pearl ...	—		—	
China and Manila .	120	0	180	0
Singapore	—		—	
Buffalo	—		—	
West Coast, Black				
edge	—		—	
Tortoise per lb.	—		—	
Manila	13	0	21	0
Other East India ...	7	0	18	0
West India... ...	9	0	15	0
SOY per gall.				
China			—	

	s.	d.	s.	d.
SOY.				
Japan	—	—	—	—
SPICES per cwt.				
Cassia Lignea ...	140	0	150	0
Vera...	60	0	84	0
Buds	140	0	150	0
Cinnamon per lb.				
Ceylon, 1st quality.	3	2	4	0
2nd „	2	8	3	6
3rd „	2	4	3	4
Tellicherry	—		—	
Cloves, Penang ...	0	10¼	0	11½
Amboyna	0	5	0	6
Zanzibar	0	3½	0	4½
Ginger per cwt.				
Cochin	31	0	120	0
Mace, 1st qual. per lb	2	6	3	4
2nd and inf. ...	1	6	2	4
Nutmegs.				
78 to 60 lb. ...	2	3	4	3
80 to 90 lb. ...	1	7	2	2
95 to 132 lb. ...	1	2	1	6
Pepper, black per lb.	—		—	
Penang	0	3½	—	
Singapore	0	3½	0	4
white	0	5	0	6½
SUGAR per cwt.				
Duties:—				
Ref. and Candy, 12s.				
Raw, 1st cl. 11s. 3d.				
„ 2nd cl. 10s. 6d.				
„ 3rd cl. 9s 7d.				
„ 4th cl. 8s.				
Penang, yell. and gray	32	6	38	0
brown ...	27	6	32	0
Manila, clayed ...	28	6	29	6
superior ...	—	—	—	—
unclayed ...	26	0	27	0
Java, gray and white	35	6	40	0
brown and yel.	27	6	34	0
China and Siam, white	34	0	39	0
brown and yellow...	26	0	32	6
TALLOW per cwt.				
East India	—		—	
TAPIOCA (*Duty 4½d. per cwt*) per lb.				
Penang and Singapre.	0	2	0	3½
Pearl ... per cwt.	26	0	28	6
TAPIOCA FLOUR lb.	0	2	0	2½
TEA (*Duty, 6d per lb.*)				
Congou.				
brown leaf, ord. ...	0	11	0	11½
good ord. to bst md.	1	0	1	0½
good export kinds .	1	1	—	
Kaisow, 1st & 2nd ...	1	6	2	10
bk. leaf, com. to gd.	1	0½	1	2½
medium to finest ...	—		—	
Oopack and Moning .	1	5	2	4
do., extra fine ...	2	5	3	6
Ning Yong and Oolg.	0	9	2	2
Souchong.	—		—	
fair to good ...	1	1½	1	8
fine to finest ...	1	10	2	8
Flowery Pekoe.	—		—	
fair to good ...	0	10	1	6
fine to finest ...	1	10	3	6
Caper, scented ...	0	9	2	2
Orange Pekoe, plain .	1	2	1	6
scented	1	0	2	6
Twankay.	—		—	
common to good ...	0	10	1	0
fine to Hyson kind .	1	0½	1	1
Hyson Skin.	—		—	
common to fair ...	0	8	0	9
good to fine ...	0	10	0	11
Hyson, common ...	0	11	1	2
fair to fine	1	3	2	2
finest	2	4	3	8
Yg. Hyson, Can. kind	0	7	1	4
country kinds ...	1	0	2	10
Imperial	0	9	2	10
Gunpowder	0	9½	3	7
Japan, uncoloured ...	1	0	1	8
Assam	1	0	6	0
TERRA JAPONICA.				
Gambier per cwt.	16	9	17	3
free Cubes	21	0	23	6
Cutch	27	6	29	6
TOBACCO.				
(*Duty 3s. per lb., and 5 per cent. and ½ per cent., equal to about 3s. 1½d. per lb.*) pr. lb.				
East India leaf ...	0	2	0	
Java	0	6	1	0
Manila cheroots ...	6	0	7	6
WAX per cwt.				
BEES'.	£.	s.	£.	s.
English	9	0	9	10
German	—		—	
American	8	10	9	0
Bombay & Madras	8	10	9	5
Bengal	8	10	9	0
E. I. white	10	0	12	0
VEGETABLE.				
Japan	4	15	5	7½
WOOD—DYE, per ton.				
Red Sanders	7	10	7	12½
Sapan, Bimas, &c. ...	9	0	13	0
Do., Siam	11	0	14	0
Cedar, Cuba .. per ft.	0	4½	0	4½
Ebony... ...per ton	£	s	£	s
Ceylon	5	12	9	0
Satinwood ... per ft.	—		—	
WOOL ... ...per lb.	s	d	s	
East India, white ...	0	7½	1	
yellow and gray ...	0	2	1	

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Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Nov30	Baltimore	Meyer	Sourabaya	Texel
Dec. 1	Amoy	Parkman	Hong Kong	Hamburg
Nov20	Seawfell	Hender	Yokohama	New York
— 20	Carobel	Ross	Hong Kong	Do.
Dec. 3	Evelyn	Gall	Foochow	London
Nov26	Maddelina Vassalo	Viale	Akyab	Queenstown*
Dec. 2	Solo	Ercken	Basseln	Cuxhaven
— 1	Celebes	Teppema	Samarang	Texel
— 1	Waalstroom	—	Padang	Do.
— 3	Martha Bowker	Goodburn	Batavia, for Amstdm	Portland
— 3	Rose	Devries	Colombo	Dunkirk
— 7	Lieutenant	Peters	Shanghai	London
— 6	Tynedale	Steele	Foochow	Deal
— 8	Coral Nymph	Winchester	Shanghai	Do.
Nov20	Astræa	—	Singapore	New York
Dec. 8	Sarah Watson	Hoffmann	Colombo, &c.	London
— 8	Ernst Maria	Gennerich	Shanghai	Do
— 8	Fire Queen	Duggan	Foochow	Do.
— 7	Julie	Cherpion	Batavia, for Rottrdm.	Deal
— 7	Meridian	Service	Singapore	Do.
— 7	Europe	Adie	Colombo	Do.
— 7	Golden Pledge	Oswald	Maulmain	Cowes
— 7	Scotia	Delano	Rangoon	Plymouth
— 7	Edith Haviland	—	Singapore	Liverpool
— 6	Patriot Queen	Southard	Manila	Queenstown
— 6	Horatio Harris	Wilcom	Maulmain	Do.
— 8	Angela	Onate	Manila	Deal
— 8	Kadosh	Destrow	Zebu	Do.
— 7	Venezuela	Holtorp	Saigon	Falmouth
— 7	George Avery	Jacks	Manila	Do.
— 7	Charlotte Gladstone	Betts	Rangoon & Ascension	Do.
— 7	Robin Hood	—	Zebu	Liverpool
— 7	Robert Porter	—	Manila	Do.
— 5	Marie L. Antoinette	Muyssen	Canton	Cuxhaven
— 4	Marmion	Mervin	Bassein	Bremen
— 5	Thusnelda	Huncken	Bangkok	Do.
Nov. 1	Parejero	—	Hong Hong	Buenos Ayres
Dec. 9	Maiden Queen	Ray	Foochow	London
— 7	Theresa	Jack	Do.	Portland Roads
— 4	Goede Verwachting	Hillenius	Batavia	Texel
— 4	Nederland and Oranje	Haasnot	Do.	Do.
— 6	Alert	Hambly	Akyab	Brouwershaven
— 5	Kortenaar	Roevers	Batavia	Do.
— 10	George Douthwaite	Armstrong	Colombo	Deal
— 8	Europa	—	Batavia, for Amstrdm	Off Portland
— 9	Solid	Schmidt	Akyab	Falmouth
— 10	Dewa Gungadhur	—	Singapore	Liverpool
— 10	Sparkling Dew	Bragg	Colombo	Cowes
— 9	Channel Light	Henderson	Rangoon	Queenstown
— 11	Agincourt	—	Do.	Deal
— 8	Iduna	Dusar	Batavia	Texel
— 8	Finella	Murray	Samarang	Do.

* Not the Maddelina, as before reported.

DEPARTURES.

Date.	Ship.	Captain.	For.	From
Dec. 3	City of Aberdeen	Tulloch	Cardiff and Shanghai	London
— 2	Wave Queen	Clarke	Galle	Liverpool
— 2	Peter Rohland	Raake	Shanghai	Cardiff
— 2	Bertha		Singapore	Do.
— 2	Burg v. Middelburg	Holt	Do.	Do.
— 2	Ocean Queen (s.s.)	Temperly	Sing. Hg. Kg., Ngsk., & Yokohama	Glasgow
—	Imptr. Alexander III.	Hook	Amoor River	Bremen
— 3	Twee Gebroeders	Alcers	Shanghai	Cardiff
— 2	Maggie Leslie	Shoosmith	Do.	Liverpool
— 1	Jacob Hansen Love	Matthisen	Amoor River	Elsinore
—	Psyche	Bentzen	Do.	Cronstadt
— 7	Whiteadder	Moore	Shanghai	London
— 7	Hopewell	Parson	Yokohama	Do.
Nov. 4	Japan (str.)		Do.	San Francisco
Dec. 4	Juanita	Bartols	Bangkok	Havre
— 6	Lord Raglan	Sidney	Singapore	Cardiff
— 7	Salado	O Fey	Penang	Glasgow
— 9	St. Helens	Wickman	Cardiff & Yokohama	London
— 8	Empress	McPherson	Saigon	Cardiff
— 10	Archibald	McMillan	Batavia & Sourabaya	London
— 10	Aggie M.	Watson	Cardiff and Singapore	Do.
— 9	Whinfell	Jones	Shanghai	Cardiff

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Nicolajefsk, Amoor River: Dronning Louise. For Tientsin and Chefoo: Farningham, Eleanor. For Yokohama: Deerfoot, Empress, Challenger. For Shanghai: Gossamer, Argonaut, Golden Spur, Challenge, Wild Deer, Helen Nicholson, Burdwan, Silver Eagle, Dilkhoosh, Maiden Queen. For Hong Kong: Mary Nicholson, Albert Victor, Chusan, Carmarthenshire, Douglas Castle, Dunmail. For Manila: Pepita. For Samarang: Athole. For Singapore: Eleanor, Istapa. For Singapore and Bangkok: Indiana. For Penang: Benvenue, Ceylon. For Colombo: Granville, Boyne, Aboyne, Quinteros, Shooting Star, Sarah Watson.

At LIVERPOOL.—For Hiogo: Edward Herbert. For Yokohama: Empress, Kirkland. For Shanghai: Conqueror. For Singapore: Lorton. For Manila: Nicolas, Cinco Hermanos, Dos Hermanos. For Batavia and Sourabaya: Mary Spencer. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (str.).

At GLASGOW.—For Hong Kong: Columbus. For Manila and Yloilo: Magallanes. For Batavia and Sourabaya: Mindin, County of Lanark. For Penang: Jerfalcon. For Singapore: Edinburgh Castle, Lochleven Castle. For Ceylon: Helen Finlayson,

At NEW YORK.—For Shanghai: Jeannie, Jewess.

SPOKEN.

PALESTINE, London to Colombo, Oct. 24, 7 N., 25 W.
MIRANDA, London to Colombo, Oct. 19, 16 S., 27 W.
MAER (Dut. barq.), Batavia to Amsdm., 86 days out, Sept. 24, 25 S., 4 E.
UNDINE (ship), London to Shanghai, Nov. 15, 12 S., 33 W.
PRIDE OF THE SEAS (or CHELTENHAM) (?), Hong Kong to London, Sept. 15, 19 S., 66 E.
DRYDENS, London to Hong Kong, Nov. 1, 10 N., 26 W.
PADANG PACKET, Amsterdam to Padang, Oct. 14, 24 S., 24 W.
OLANO, London to Manila, Oct. 31, 7 N., 24 W.
N. B. PALMER (American ship), for Yokohama, Oct. 17.
COLUMBINE (s.), for Yokohama, Oct. 17.
EMMETT (?), from Shanghai, Dec.
BETA (Dut. barq.), Manila to London, Oct. 22, 36 S., 23 E.
LA PLATA (barq.), Singapore to Liverpool, Nov. 6, off Ascension.
IRON QUEEN, Saigon to Liverpool, Nov. 4, 23 S., 7 E.
BARING (?) (barq.), Shanghai to London, Oct. 21, 32 S, 30 E.
MARGUERITE D'ANJOU, Singapore to Bordeaux, Nov. 8, 21 S., 1 E.
PRESIDENT V. RYCKVORSEL, from Bat., Nov. 12, 200 miles off St. Helena.
MARIA ELISA, Batavia to Amsterdam, Nov. 10, 17 S., 5 W.
A Dutch barque, Clyde to Batavia, 37 days out, Sept. 17, 5 N., 19 W.
HERO OF ACRE (?), Batavia to Rotdm., 76 days out, Nov. 20, 30 N., 36 W.
PETER, Macao to Hamburg, Nov. 18, 28 N., 34 W.
JOHANNA ANTONIA, Rotterdam to Batavia, Oct. 28, 28 W.
GRONDWET, Shields to Batavia, Oct. 24, 10 N., 26 W.
VICE ADMIRAL MAY, Amsterdam to Samarang, Nov. 11, 5 N., 24 W.
SYLVAN (Amer. ship), Manila to Corunna, 126 days out, Oct. 18, 18 S., 2W.
LEOPOLD GRAAF VAN LIMBURG STIRUM (German barque), Rotterdam to Batavia, Nov. 7, 7 N., 25 W.
FAVORITE, New Providence to Singapore, Oct. 25, 6 N., 26 W.
CORNELIA (Dutch ship), Newcastle to Batavia, Nov. 9, 1 N., 29 W.
ALPHONSE NELLIE (?), Penang to New York, Aug. 12, 3 N., 95 E.
LOUISE BOSSELMAN, Amsterdam to Batavia, Oct. 2, 3 N., 22 W.
PETER RICKMERS, Canton to Hamburg, Nov. 27, 36 N., 26 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports are dull; there is also but little doing in coal freights from the Northern out ports.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear on Tyne per keel.—For Yokohama, £43. For Shanghai: £48. For Hong Kong: £36. For Singapore: £28. For Galle: £24. From Newport, Cardiff, or Swansea per ton. — For Yokohama, £2 4s. For Shanghai: £2 8s. For Hong Kong: £1 17s. 6d. For Manila: £1 15s. For Singapore: £1 7s. For Galle: £1 4s.

CASUALTIES.

The Dordrecht, Verhoeven, from Batavia, reported ashore Nov. 30, on the Banjaard, has become a total wreck; 700 bags of coffee and some rigging have been landed at Brouwershaven, and 300 bags coffee at Zierikzee.

Advices from Lisbon, dated Nov. 28, state that the Australian, Sprague, from Newport to Singp., which put in there leaky, Nov. 23, was discharging.

The Continental, Hall, which sailed from Cardiff, Nov. 14, for Singapore, arrived off Queenstown, leaky, and afterwards sailed again, has since put back a second time to Queenstown, reported leaky.

A telegram received from Galle, dated Dec. 1, states that the Coromandel, of Glasgow, Stinson, from Shields and Galle to Hong Kong, with coals, was burnt at sea near Batavia, Nov. 14-15, total loss; crew saved.

Advices from Boulogne, dated Dec. 6, state that the Diana, Teengs, from Batavia to Rotterdam, with sugar and coffee, was stranded on the rocks at Andresells, near that place, Dec. 6, and would probably break up; cargo very much damaged; crew saved.

Advices from the Cape of Good Hope, dated Oct. 31, state that the Borderer (ship), Leback, of and for London, from Penang, with sugar, rum, pepper, tapioca, &c., struck upon a sunken rock off Struyspoint, Agulhas, Oct. 27, and foundered; the master and seven hands were landed in one boat to the west of Struys Bay; another boat, which had contained the remainder of the crew, was found bottom upwards.

The Coral Nymph, Winchester, from Shanghai to London, went on shore on the morning of Dec. 6, near No. 1 Battery, at Dungeness, but was got off by the assistance of a tug, and reached the East India Docks on Dec. 9.

The Corin, Gray, from Cardiff to Hong Kong, which put into Falmouth, leaky, Dec. 1, will have to discharge part of her cargo to stop the leak.

Advices from Mauritius, dated Nov. 17, state that the United Service (s.s.), from London to Singapore, China, &c., had put in there with damage, but the necessary repairs having been completed, had left again.

The Hanover, Burgess, from London to Singapore, put into Fowey Dec. 8, having experienced very heavy weather; her decks were much strained, and water had penetrated to her cargo.

Advices from Amsterdam, dated Dec. 8, state that the Celebes, Seppema, from Java to that port, had been in collision in the North Holland Canal, and had received considerable damage.

The Martha Bowker, Goodburn, from Batavia to Amsterdam, which put into Portland Dec. 3, was leaky, but would probably proceed to her destination with the assistance of a tug and pumpers.

The Alfred, from Liverpool for Singapore, arrived at Milford Dec. 10, with loss of sails, bulwarks, &c.

The Johanna and Willem, v. Straaten, bound to Batavia, has been in collision in the North Holland Canal.

MISCELLANEOUS.

At ASCENSION.—Oct. 22, Sultan, from Hong Kong, and sailed 24 for London.

Off ASCENSION.—Nov. 12, Joseph Sprott, from Shanghai; 13, Nyassa, from Singapore, both for London.

At ST. HELENA.—Oct. 29, Edmund Preston, Stroud, from Sarawak; 30, for London; Nov. 2, Jan van Schaffelaar, v. Duyn, from Manila, and sailed, 3, for London; 10, Triton, Bergstrom, from Samarang, and sailed, 11, for Amsterdam; Victoria, Larrinaga, from Manila, and sailed, 11, for London; 11, Euphrosyne, Christie, from Padang, and sailed, 12, for New York; Caldew, Clarkson, from Penang, and sailed, 11, for London.

Off ST. HELENA.—Nov. 9, Thetis, from Canton, for London.

At TABLE BAY, Oct. 22.—Elizabeth Owen, sailed for [Galle; 27, Sarthe (H.T.F.M.), from Saigon, for Cherbourg.

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THE NORTH-CHINA INSURANCE COMPANY.

1866-8.

Court of Directors.

F. H. BELL, ESQ. ... ... OF MESSRS. W. R. ADAMSON & Co. (Chairman).

A. MICHIE, ESQ. ... ... OF MESSRS. CHAPMAN, KING, & Co.
E. H. LAVERS, ESQ. ... ... „ „ GILMAN & Co.
F. PORTER, ESQ. ... ... OF MESSRS. GIBB, LIVINGSTON, & Co.
E. C. SMITH, ESQ. ... .. „ „ TURNER & Co.

Head Office, Shanghai.—HERBERT S. MORRIS, Secretary.

Hong Kong Branch.—CHARLES MACKINTOSH, Agent.

Agents:

Messrs. ASHTON & Co.	London.	Messrs. TAIT & Co.	Takao.
„ W. NICOL & Co.	Bombay.	„ DODD & Co.	Tamsui.
„ FLEMING & Co.	Kurrachee.	„ Do.	Keelung.
„ SHAND, FAIRLIE, & Co.	Calcutta.	„ DAVIDSON & Co.	Ningpo.
„ DYMES & Co.	Madras.	„ R. FRANCIS & Co.	Kiukiang.
„ WM. HALL & Co.	Penang.	„ TURNER & Co.	Hankow.
THE BORNEO COMPANY, LIMITED	Singapore.	„ FERGUSSON & Co.	Chefoo.
Do. Do. Do.	Batavia.	WILLIAM JACKSON, Esq.	Tientsin.
Do. Do. Do.	Bangkok.	BUSH, BROS.	Newchwang.
MESSRS. BEHRE & Co....	Saigon.	ALFRED HOWELL, Esq.	Hakodadi.
„ HOLLIDAY, WISE, & Co.	Manila.	Messrs. MACPHERSON & MARSHALL	Yokohama.
„ THOMAS & MERCER	Canton.	„ ALT & Co.	Nagasaki.
„ MARGESSON & Co.	Macao.	„ McCULLOCH, SELLAR, & Co.	Melbourne.
„ BRADLEY & Co.	Swatow.	„ KOOPMANSCHAP & Co.	San Francisco.
„ TAIT & Co.	Amoy.	„ BELL & HAYWARD	New York.
„ GILMAN & Co.	Foochow.	W. H. MACKENZIE, Jun., Esq.	Sydney.

REPORT presented to the Fifth Ordinary Meeting of the Shareholders, held at the Offices of the Company, on Friday, the 16th October, 1868, at 2.30 o'clock P.M. precisely.

The Directors have much pleasure in laying before the Shareholders the annexed Balance-sheet and Statement of Accounts of the Company for the half-year ending 30th June, 1868, which show, in addition to the paid up Capital of Tls. 250,000, a balance in hand on that date of Tls. 750,499.46.

The Net Amount of Premia received during the six months contrasts favourably with the corresponding period of 1867, showing an increase of Tls. 16,855, and it is also satisfactory to remark that the losses and claims paid are considerably less, although necessarily embracing a much longer period.

Since the last Report Agencies have been established for the purpose of taking risks at Takao, Tamsui and Keelung, and it is hoped that a satisfactory business may result therefrom; and for the protection of the Company's interests in the settlement of claims, &c., at Sydney, Mr. W. H. Mackenzie, junr., has been appointed Agent at that port.

A vacancy having occurred at the Board of Directors by the resignation of Mr. W. J. Bryans, Mr. E. C. Smith has been temporarily appointed in his place, and is proposed as a Member of the Court.

It is proposed at the ensuing meeting to obtain the sanction of the Shareholders to the declaration of an interim dividend, payable before the end of the present year.

By order of the Court of Directors, HERBERT S. MORRIS, Secretary.

BALANCE-SHEET, 30th June, 1868.

Dr.	Taels	Taels.
To Paid up Capital		250,000.00
To Balance of Working Account 31st December, 1867 ...	578,195.23	
Add amoun at Debit of Working Account 30th June, 1868 transferred	172,304.23	
		750,499.46
		Tls.1,000,499.46

Cr.			Taels.
By Cash on Current and Deposit Accounts, 30th June, 1868... ...			455,726.32
By Furniture in House and Office, Shanghai			4,484.99
By do. do. do. Hong Kong			3,996.65
	Taels.		
By Bills Receivable on hand, 30th June, 1868	24,953 03		
Less Bills Payable not due	16,642.14		
			8,310.89
By Shanghai Premia for January-June, 1868, uncollected on 30th June, 1868			19,311.18
By Balance in hands of Messrs. Ashton and Co., London, on 30th June, 1868, deposited as follows:—			
At Interest with Chartered Bank of India, Australia, and China	£20,000 0 0		
At Interest with Chartered Mercantile Bank of India, London, and China	30,000 0 0		
At Interest on Securities	61,000 0 0		
Cash and Policy Stamps in hand	1,135 4 7		
	£112,135 4 7		
Add amount remitted to Messrs. Ashton and Co. on Jan. to June, 1868 account, but not received by them in London on June 30, 1868	£18,739 17 11		
Less Drafts on Ashton and Co., Jan. to June account, not matured 30th June, 1868	474 9 0		
	£18,265 8 11		
	£130,400 13 6		434,668.92
By Amount at Debit of Hong Kong Branch and Sundry Agents	Tls.93,189.64		
Less due to Sundries	19,189.13		
			74,000.51
			Tls.1,000,499.46

WORKING ACCOUNT.

Dr.	Taels.
To Nett Premia, 1st January to 30th June, 1868	402,156.30
To Policy Fees do. do.	2,223.75
To Interest Account do. do.	16,842 98
To Commissions do. do.	847.20
	Tls.422,070.23

Cr.	Taels.
By Agency Commissions, 1st. Jany. to 30th June, 1868	16,681.56
By Agency Charges, do. do.	2,909.99
By Shanghai Charges, do. do.	15,593.03
By Hong Kong Charges, do. do.	4,985.95
By Losses and Claims paid do. do.	208,549.81
By Exchange Account do. do.	1,045.66
By Balance	172,304.23
	Tls.422,070.23

Shanghai, 6th October, 1868.

Audited by us and found correct,

P. MACLEAN,
AUG. WHITE, } Auditors.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz, engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

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The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

WHARVES.

SINGAPORE.

NOTICE.

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There are large, dry, and very commodious brick Godowns on the Wharves, which vessels have *free* use of for cargo while discharging.

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There is always a large stock of the best English and Welsh coals on the premises, which are supplied to steamers at the lowest market price, and vessels going alongside to take in or discharge coals pay *no* wharfage.

Vessels discharging cargo pay a wharfage of 20 cents per ton—a trifling charge when the immense advantages gained are taken into consideration.

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THE BORNEO COMPANY (LIMITED).

Singapore, April 6, 1868.

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FEAR NOT!—Though surrounded by circumstances disadvantageous to health, these remedies, if properly applied, will cut short fevers, influenza, inflammation, diphtheria, and a host of other complaints always lurking about to seize on the weak, forlorn, and unwary. The superiority of Holloway's medicines for subduing disease has been so fully and widely proved that it is only necessary to ask the afflicted to give them a trial, and if the instructions folded around them be followed, no disappointment will ever ensue, or dangerous consequences result. In hoarseness and ulcerated sore throat the Ointment should frequently be rubbed upon the neck and top of the chest. It will arrest the increasing inflammation, allay disquietude, and gradually cure.

NORTH CHINA MARINE INSURANCE COMPANY.

ESTABLISHED IN SHANGHAI, 1863.

DIRECTORS.

W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman.

E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.

F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.

A. Michie, Esq., Messrs. Chapman, King, and Co.

E. H. Lavers, Esq., of Messrs. Gilman and Co.

John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and Co., Agents, Hatton-court, Threadneedle-street.

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LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS.—London and County Bank.

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Shanghai	Japan (Yokohama)	Bombay
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LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Ietsch.

SUB-MANAGER.—Theod. Dromel.

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Shanghae ...	Maidn Queen	AA1 14yr	W.I.D.	Dec. 31
Hong Kong	Chusan	A1 14 yr.	W.I.D.	With des.
Hong Kong	Carmarthenshire	A1 14 yr.	W.I.D.	To follow
Kanagawa ..	Empress.....	A1 13 yr.	W.I.D.	With des.
Tientsin and Cheefoo ...	Eleanor	A1 13 yr.	W.I.D.	With des-

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Hong Kong	M. Nicholson	A1 13 yr.	E.I.D.	With des.
Do. & Fchow	Kaisow (n.)	A1 16 yr.	E.I.D.	To follow
Yokohama (Kanagawa)	Deerfoot.....	A1 10 yr.	E.I.D	With des.
Do.	Cedric	A1 10 yr.	E.I.D.	To follow

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Bombay.....	British Admiral	1268	AA1	Jan. 9.
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Shanghai ...	Silver Eagle	903	A1 13 yrs.	Dec. 28.

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Last Shipping Day, 28th December.

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FOR HONG KONG, the well-known Workington-built clipper, DUNMAIL, A1 14 years, 771 tons register, PETER THOMPSON, Commander; East India Docks.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

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Latest Advices.

Ports.		From London.	Arrived out.	Homeward. Received this day.
Japan —	Osaka and Hiogo	—	—	Oct. 28
	Yedo	—	—	Nov. 2
	Yokohama	Sept. 11	Nov. 4	Nov. 5
	Nagasaki	—	—	Nov. 2
	Hakodadi			
China —	Peking	—	—	Oct. 29
	Tien-tsin	—	—	Nov. 2
	Chefoo	—	—	Nov. 4
	New-chwang	—	—	Nov. 7
	Hankow	—	—	Nov. 6
	Kiu-kiang	—	—	Nov. 7
	Chin-kiang			
	Shanghai	Sept. 18	Nov. 2	Nov. 11
	Ningpo	—	—	Nov. 8
	Foochow	—	—	Nov. 8
	Formosa—Tamsuy			
	Amoy	—	—	Nov. 9
	Swatow			
	Hong Kong	Sept. 25	Nov. 6	Nov. 17
	Canton	—	—	Nov. 16
	Macao	—	—	Nov. 16
Philippines—				
	Manila	Sept. 18	Nov. 3	Nov. 11
Cochin-China—				
	Saigon	—	—	Nov. 18
Siam —	Bangkok	—	—	Nov. 3
Borneo—	Labuan	—	—	Nov. 9
	Sarawak	—	—	Nov. 9
Java —	Batavia	—	—	Nov. 19
Malacca Straits—				
	Singapore	Oct. 17	Nov. 19	Nov. 24
	Penang	Oct. 23	Nov. 23	Nov. 26

THE MAILS, &c.

The next inward mail is the French mail, with Hong Kong dates to Nov. 25th, expected here about the 4th January. Telegrams in advance of it were received *via* Galle on the 18th inst.; those of the succeeding mail (Dec. 1), which should have passed Galle on the 16th, are overdue.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Vasilia*, arrived Dec. 26. From Yokohama: Mr. Poingatti. From Shanghai: Captain Stevens, Mr. G. Smith, Mr. F. Schellhass, Mr. Borntrager, Mr. Skeggs. From Hong Kong: Mr. D. Welsh, Mr. R. Westall, Mr. Newman, Mr. Kinnear. From Hong Kong (*via* Bombay): Mr. Maccall. From Singapore: Mr. Lorch, Mr. Forbes. From Galle: Mr. and Mrs. Viner and child, Mr. Ross.

To Southampton, per P. and O. steamer *Pera*, expected to arrive Jan. 2. From Yokohama: Mr. Macpherson. From Shanghai: Mr. W. W. Payne. From Hong Kong: Captain Gordon, Mr. Pidding. From Singapore: Mr. and Mrs. Williams and two children.

To Suez.—From Shanghai: Mr. Macreath. From Singapore: Count de Mirasol, Brigadier Llerute, Mr. Hasse. From Galle: Mr. Hare.

PASSENGERS OUTWARD.

Per P. and O. steamer *Syria*, from Southampton, Dec. 26.—To Hong Kong: Mr. H. Clerke, R.N., Mr. Leavesley. To Ceylon: Mr. Boyd.

Per P. and O. steamer *Massilia*, from Marseilles, Jan. 3.—To Hong Kong: Ensign Clabburn, Mr. F. Ruthman, Mr. F. Leyburn, Commander F. C. B. Robinson. To Singapore: Mr. C. H. Watkins, Mr. A. Jacob. To Ceylon: Mr. B. E. Pinco.

Per P. and O. steamer from Suez, Jan. 10.—To Singapore: Mons. Jean de Xanthus.

Per P. and O. steamer *Poonah*, from Southampton, Jan. 9.—To Ceylon: Mr. and Mrs. J. Kydd and child, Mrs. Duncan.

Per P. and O. steamer *Ripon*, from Marseilles, Jan. 17.—To Shanghai: Mr. Dawbarn. To Singapore: Mr. J. Steel. To Ceylon: Miss Black.

Per P. and O. steamer from Suez, Jan. 24.—To Singapore, *via* Bombay: Dr. Carl Ritter Von Scherzer.

Per P. and O. steamer *Tanjore*, from Marseilles, Jan. 24.—To Hong Kong, *via* Bombay: Mr. W. Pomeroy, jun.

Per P. and O. steamer *Ceylon*, from Southampton, Jan. 23.—To Hong Kong: Miss Gazalet, Mr. R. Pottinger, R.N., Mr. and Mrs. C. Browne and child. To Singapore: Mrs. Burn and child, Miss Stevens, Miss Maxwell.

Per P. and O. steamer *Syria*, from Marseilles, Jan. 31.—To Batavia: Mr. Doornik, Mrs. Van Delden and daughter, Mr. G. Van Delden, Mr. M. Van Delden.

Per P. and O. steamer from Suez, Feb. 7.—To Singapore: Mr. and Mrs. Stahlknecht.

Per steamer *Achilles*, Captain T. Russell, from Liverpool, Dec. 16.—To Penang: Mrs. Bean. To Singapore: Mr. Mansfield. To Hong Kong: Mr. and Mrs. Barff and four children. To Shanghai: Mrs. Holm and child, Mr. W. R. Davidson.

Summary of News from the Far East.

JAPAN.

HIOGO AND OSAKA.

The obstacles placed in the way of the transit of produce from Osaka to Hiogo by the imposition of heavy transit dues has almost annihilated the trade of the latter place, and a correspondence on the subject has accordingly taken place between the committee of merchants and the Consular body. The Japanese of course deny the charge of having imposed restrictive regulations, and attribute the paucity of trade to the fact that "the place has not long been open, and the people do not yet know its trading capacities, and therefore it is that only a small quantity of produce is as yet sent to Kobe. By degrees, when the advantages of trade shall have become apparent to meaner capacities, it will necessarily follow that produce from all parts of the country will accumulate at that port." That this explanation is merely to throw dust in foreign official eyes scarcely requires to be said. It is proved, however, by the fact that up to the end of the last Japanese half-year a constantly increasing trade had been carried on in native produce, and especially in tea. We thus see the same difficulties springing up in Japan that we have not yet overcome in China. The tax levied on goods sold to or purchased from foreigners at Hiogo now varies between one-half and seven-tenths per cent. Although not as yet a very serious amount, it is manifest that if once we admit the right of the Japanese to levy any tax, however small, which is not provided for in the treaty, there is no guarantee that it will not be much abused. Moreover, this tax is not collected upon all goods, native and foreign, but is made to apply especially to purchases and sales effected with foreigners by the Japanese.

Three medals, struck by order of the Emperor of the French for the Prince of Satsuma, and Iwashita Sajiyemon, the Prince's Ambassador at the Paris Exhibition of 1867, have arrived at Hiogo. That for the Prince of Satsuma is of gold, measures 2¾ inches in diameter, and ⅛ inch in thickness, and bears the profile of the Emperor on the obverse. On the reverse are two figures, emblematic of art and industry, sustaining a scroll, on which is inscribed "S. A. Prince de Satsouma," and surmounted by a crown. Beneath is the Imperial eagle, with the words "Pour Services Rendus" at its feet; and in a circle round the medal is engraved "Exposition Universelle de 1867 à Paris." The second medal is of silver; but the design is identical with that just described. It bears, however, the name Iwashita instead of Satsuma. The third, which is also intended for the Ambassador, is 1¼ inch in diameter and about the same thickness as the others. It bears the head of the Emperor on the obverse, and on the reverse an allegorical figure of industry, holding in her hands the plan of the Exhibition.

At the election of municipal councillors for the Settlement of Hiogo the following gentlemen were chosen:—Messrs. K. R. Mackenzie (29 votes), J. S. Blydenburgh (27), and Paul Heineman (24). The steamer *Inagawa*, which was purchased with money belonging to the late Shiogoon, and the merchant Dairoku, has been confiscated by the Mikado's Government. She will, for the future, be run between the ports, thus driving merchants out of the market for transporting passengers and freight.

The proverbial ill luck of the Japanese whenever they touch steamers has been again illustrated by the total loss of one of the Prince of Hizen's gunboats, and the wreck of the *Japan* and *Taiwan*.

YOKOHAMA.

Advices from this port are to Nov. 5—a fortnight later. The English mail of Sept. 11 arrived out on the preceding day. The *Japan Times* gives the following summary of news:—

We have nothing decisive to report of Japanese politics. The Imperial troops, from all accounts, are making steady, but exceedingly slow progress in the North, but the malcontents still fight with sullen determination when attacked, though unable to assume

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the offensive. Wakamatz, the chief town of Aidzu, is said to be taken, and though the friends of the North deny the report, they admit that it is beleaguered by the Southerners and in a great strait. Our own information inclines us to the belief that the place has fallen, and if such be the fact, it is doubtless a heavy blow to the rebels; but we cannot be certain of it, correct intelligence of such an event being naturally difficult to get.

Our contemporaries here and in Hiogo have been lately announcing a visit of the Mikado to Yedo as imminent, and we observe this statement to have been copied into many papers abroad. We are able to state, on good authority, that this move, certainly highly desirable, is by no means likely to be made at present. A plot to waylay and carry him off was discovered just in time to prevent his departure from Kioto. The circumstances, as stated to us, are as follow:—One of the Mias, who had been of considerable service to the revolutionists in their late successful attack upon the Shiogoonate, considered himself insufficiently rewarded by lands given to him in the domains of Tosa and Geyshiu, and opened negotiations with the northern chiefs and the Tokugawa Admiral, whose sudden departure from Yedo with the *Kai-yo-mar* and other ships we reported the mail before last. The Mikado was to have come to Yedo by sea, and the date of his departure and the vessel in which he was to have sailed being known, arrangements were made accordingly. Once in the hands of this set of conspirators, his name and influence would have been used for the destruction of the party which surrounds him at present, precisely as that party uses them now for the furtherance of its own ends. The plot was, however, betrayed in time, and we cannot but think the circumstance a fortunate one, for however little may be our respect for either one side or the other, the Mikado's is the only power we can acknowledge, and continual changes in his cabinet cannot but be detrimental to our trade. We long ago suggested a remedy applicable to this evil, and shall take an early opportunity of recalling it to public notice.

The information we gave in our last respecting the settlement of the Tokugawa clan at its ancient seat of Tsurunga has been within the last two or three days fully confirmed to us by a gentleman of the family, an officer of high rank under the late Shiogoonate. General opinion severely reprobates the conduct of Yoshihisa in declining to fight for his position, which the clan believe themselves fully able to have secured to a more resolute and less politic chief. But without a capable head, they were disorganised, and could do nothing, and have therefore philosophically accepted their altered position, and are setting about making the best of it. Tsurunga has a convenient port, Shimidzu, and the country being rich and capable of great improvement, many of the Tokugawa men are turning their attention to agriculture and commerce, debarred as they are at present from any share in the conduct of affairs. They are now in negotiation with the Government for permission to open their port to foreign trade, and though certain serious physical difficulties have to be overcome, these are far from insuperable, and the West Coast trade might with advantage be divided between Shimidzu and Nee-e-gata. The success of the Tokugawa clan in this application is, we think, highly desirable, for many obvious reasons.

H.M.S. *Ocean* has returned from her cruise to Hakodadi after the lost *Rattler*, and the *Satellite* is up from the South. The Admiral is expected shortly and also the *Rodney*, for the court martial will be held here. Meanwhile, the crew of the *Rattler* occupies the Naval Hospital, and greatly relieves the 10th Regiment by taking the guard which, for some inscrutable reason, is still kept up near the Governor's official residence.

Our autumn race meeting will commence to-morrow (Nov. 5), and every one is anticipating three days' good sport. The Yokohama Rifle Association, a branch of the National, will shoot for the medal and other prizes on the 10th inst. Parties are continually going out now in search of the sport so popular at this season; but birds are wild and scarce, and beyond the fresh air and exercise little is to be got. The weather appears to have settled at last, and we look forward to a hard, dry winter.

CHINA.

SHANGHAI.

From Shanghai we have advices and files of local papers to the 11th November. The mail of the 11th September arrived out on the 29th October, and the French mail of September 18 on November 2. The outward mail of September 25 was due when the present homeward one left. The latest London telegrams were to October 13, received (*via* Kiachta) on the 7th November. As usual, we preface our correspondent's letter with a few extracts from the local papers.

A Peking correspondent writes to the *North China Herald*:—"The Chinese Government have again closed the walls of Peking against the Legation, and their walks are thus cut off. I hear that the Americans want to arrange to supply California and the West Coast with coal from China, and this is one of Mr. Ross Brown's objects."

The Chinese have arrested the Prussian schooner *Toza* at Chusan, for smuggling salt. She is now lying at Ningpo. The captain, Gibson, an Englishman, is at liberty; but the crew are in the Hsien's jail and may look forward to a pleasant time. So far as we can learn the seizure was justifiable.

H.B.M. Consul at Cheefoo issues a notification, under instruction from Sir Rutherford Alcock, warning British subjects that mining is an infraction of the laws of China.

We hear that disputes between Chinese and foreigners are assuming a very serious aspect in Formosa; and that Lord Scott will take the *Rinaldo* and *Slaney* back to Takao as soon as the Nanking affair is settled. For the moment, the Chinese seem to have fairly got the upper hand. We cannot but think that all these difficulties might have been avoided by a little timely display of energy on the part of H.B.M.'s Minister; for it is to him of course that everyone looks for action; and we are tempted to repeat a wish we expressed some weeks ago—for three months of Sir Harry Parkes, to bring the mandarins to their senses.

At the last moment, as we (*N.C. Herald*) are going to press, we hear that the Viceroy of Nanking has unconditionally yielded to all the demands made on him by Mr. Medhurst in connection with the Yangchow affair. His new steamer is to be held as guarantee for the fulfilment of his promises. A Grain commissioner and the Taotai of Shanghai are to go to Yangchow with the Consul, to investigate and punish the rioters.

The steamer *Ajax* has been safely placed in the Pootung Dock. The statement that her hull was damaged proved to be altogether unfounded. She is expected to be ready to start on her homeward voyage in a month or six weeks' time.

The French Naval Commander-in-Chief in these North China and Japan seas has resolved on giving up that depot which, since the war, has been maintained at Woosung at no inconsiderable expense; the Dutch brig *Aquarius*, being under charter to transport the stores at present on the premises to Yokohama—henceforth to be the French naval as well as military head-quarters in the Far East.

We learn that H.M.S. *Adventure*, which arrived on the 9th from Hong Kong, *via* Swatow and Foochow, brings Sir Richard and Lady MacDonnell on a private visit to Shanghai, and forty officers for the various ships of the North China and Japan squadron. The P. and O. steamer *Azof* is said to have been ashore in Haitan Straits, but has got off, and was met steaming into Foochow apparently uninjured. The *Adventure* is detained at Woosung from want of water to cross the bar.

The Chefoo gold diggings are apparently attracting very little attention in China as yet, no rush to the scene of action has been witnessed, and with the exception of a miscellaneous crowd of unemployed persons, mostly sailors, few are heard of as going to the diggings. With the exception of a single nugget of fair size sent to Shanghai some weeks since, nothing has been seen of the results of the miners, and it would seem that nothing very rich has as yet been struck. Mandarins have issued proclamations warning Foreigners not to indulge in the little speculation, and Consuls have likewise told their countrymen to beware, but there the warning seems to end, and no one is hurt.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, November 10.

The entire mercantile community of Shanghai, and, I believe, of China, is to a man congratulating itself upon the speedy removal of Sir Rutherford Alcock from Peking. The most popular of Shanghai Consuls has been transformed into the most unpopular of Ministers; and while in old consular days *Mr.* Alcock's name was one of the great safeguards against official encroachment, *Sir* Rutherford Alcock has identified himself with the retrogressive policy which the Chinese have of late appeared determined to adopt. The weakness which has become his chief attribute dates from the very day upon which he found himself safely installed at Peking. Providence in its inscrutable wisdom has deprived him of the lights he once possessed, and now peace at any price is the key to his policy. Perhaps that policy, if regarded from a purely selfish point of view, is not a very injudicious one. A large income, without any opportunity of spending more than a sixth of it, is more likely to prove permanent if he keeps things quiet than if he asserts the rights he represents; but with such a nation as the Chinese any such principle of action is certain to lead to disastrous results. Inland trade has been completely muzzled; the merchants are delivered bound hand and foot into the hands of native traders, and whoever may succeed to the Peking Legation will find it a very difficult task to regain the ground that has been lost. The Minister's last public performance has been a proclamation against British subjects working in the Chefoo gold fields. The right to explore the mines has not been specially guaranteed by treaty, and hence Sir Rutherford Alcock has deduced the conclusion, obvious to no one but himself and his native instigators, that to search for gold is an infraction of the treaty. There is a rumour that Sir Harry Parkes will be appointed to the post vacated by Sir Rutherford Alcock. No nomination could be more welcome to foreigners of all nationalities resident in China; but as yet the news seems too good to be true. No mistake more grave could be made by the English Government than the appointment of Mr. Wade, who is also mentioned as a possible successor to Sir Rutherford Alcock. However great that gentleman's attainments undoubtedly are as a Chinese scholar, his training has totally unfitted him for the incumbency of a post wherein sound practical sense and ready decision are the chief desiderata. There is no one in China who would not welcome Sir Harry Parkes' appointment as the greatest boon that could be con-

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ferred upon the nationals of Western Powers; but failing him, some one fresh from home—some member of the English aristocracy—is earnestly called for.

The Yangchow and Huei-quan difficulties, which I mentioned in my last letter, have not yet been cleared up. The new Viceroy of the two Kiang has arrived at Nanking; but he very judiciously refuses to assume office until Tseng-kuo-fan shall have settled with the foreign authorities. On the 2nd inst. H.M.S.S. *Rodney*, *Rinaldo*, and *Slaney* left Wusung to ascend the Yangtzse and make a demonstration before Nanking. Up to our last advices they had not arrived opposite the Southern capital; but it was believed that negotiations would be reopened to-day. The American men-of-war *Ashuelot* and *Piscataqua* are about to join the English squadron, and it is even said that the ironclad *Ocean* will come over from Japan, and swell the number of the allied fleet. With such a display it would be strange indeed if Tseng-kuo-fan were to hold out. It is more probable that he will at once eat humble-pie, and get the ships away at any cost. Indeed it is said that he has already offered much more favourable terms than he would before listen to; but it is to be presumed that the demands of the English authorities will now be increased in consequence of the bringing up of the fleet. It is said that the Viceroy has proposed to submit the question at issue to Mr. Seward's arbitration: but this report needs confirmation.

Within the last fortnight there has been much discussion in the Shanghai papers regarding the buoying and lighting of the approaches to the Yangtsze. Serious charges of incompetence and neglect were brought against the Customs' authorities, but a semi-official communication having been made to the morning papers, in which the true state of the case was set forth, the question has again sunk into oblivion. It would appear that it is the scientific authorities on marine subjects, and not the Customs' officials, that stand in the way. The money is forthcoming, the apparatus is ready, the necessary working staff is available at any moment, but the French and English naval officers consulted disagree about the most eligible site for a lighthouse, some advocating Gutzlaff, others the North Saddle. The Customs are waiting patiently for an unanimous verdict, and so soon as that shall be obtained they will proceed with the necessary operations.

The Shanghai experiences of many of your readers will justify my assertion that during the past fortnight little has been done or talked about but the race meeting. It is true that racing has here declined in importance and in respectability; but still the race week is Shanghai's great vacation time, wherein those who care nothing for horseflesh run away for a few days' shooting or simply upon excursions. This year the races were both literally and metaphorically "slow," but the effect on incident in the settlement was the same as it ever has been. Nothing happened, the papers contained nothing but a brief account of the events, and even crime seemed to come to a standstill. The only topic which has awakened public interest is the existence of a "cattle disease," very fatal in its effects, and approaching in its *post mortem* appearances to the characters of typhoid fever. The Municipal Council have bought several suspected bullocks and sheep for the purpose of examination, and have invited the resident medical men to watch the progress of the disease. Several have already died on the Municipal premises, and the evidence of blood poisoning has been so strong that the danger of eating affected meat appears very great. Accordingly the Council have appointed an inspector of meat, who examines all the joints offered for sale in the native shops, and confiscates those which appear doubtful.

(FROM ANOTHER CORRESPONDENT.)

The expedition to Nanking is causing much excitement here, especially as other Powers have been consulted by the Chinese; and the question of international law begins to be raised when we show an armed force in the river. Our temporising policy is showing its fruit, and unless we are firm the Chinese will have the advantage, and we shall drift into another war within the next four or five years. Except just around the centres of foreign trade the condition of the people is not satisfactory, for they are cruelly oppressed by the mandarins, and well-informed persons say that there is much trouble looming in the distance.

Our tea exports bid fair to be very large next year, for already, it is said, that all the hongs in the tea districts are engaged, and others are building. I think it likely we shall send you 150 to 160 millions next season. Silk will increase steadily but slowly, say 5,000 to 6,000 bales a-year, according to prices paid: China and Japan will send you about 65,000 bales this season.

The new church is roofed and slated and looks very well—it will be opened at Easter. A new bridge over Soochow Creek is talked of—the old one belongs to Hogg and two or three others, and pays a very good dividend. The Royal Naval Yard, transferred from the Consulate ground to the Shanghai Wharf Company's property, which the Government bought, is said to be a failure. The steamer *Orissa*, of Glasgow, sent here from Calcutta for sale, has been sold for Tls. 40,000, to a Chinaman. Steamers are in good demand again both for this coast and Japan, and find ready buyers. Gas is being laid on the Bubbling Well-road, reaching two miles from the Bund directly west. There is a demand for Gas Company's shares at 80, which looks like a dividend, as the buyers know all about it. Heavy losses are being made by Chinese and others who shipped cotton to Japan. Mexican dollars are worth Tls. 78 per 100 dols., and are fast becoming current in silk, green tea and cotton trades—taking the place of the old carolus—now seldom seen.

HONG KONG.

Hong Kong dates by the present mail are to the 17th November. The outward mail of Sept. 25 was received there on the 6th Nov. and the latest London telegrams were to Oct. 17 (a month old), received *via* Calcutta.

The *China Overland Trade Report* says:—"From Hong Kong the news is not of a very striking nature. On the 7th instant, at a special meeting of the Legislative Council, Major-General J. R. Brunker, commanding H.M.'s forces in China and Japan, was sworn in as Lieutenant-Governor of the Colony. His commission as such is under the Royal seal and dated March 2nd of the present year. After having taken the oaths of office, his Excellency took his seat as president of the Legislative Council, and after the transaction of some unimportant business the Council was adjourned *sine die*.

"The event of the fortnight has been the occurrence of the annual regatta. During the two days of its continuance the weather was most delightful, which drew out as large, if not larger attendance than on any previous occasion. The whole meeting has been pronounced one nf the most successful held in Hong Kong, and everyone appears well satisfiod with the two days pic-nic across the bay. A ball at the club concluded the festivities."

THE LAST COOLIE TRAGEDY.

The *Overland Trade Report* says:—"There seems to be some hope at last of solving the *Providenza* mystery. The *Japan Herald* contains an account of a visit paid by Mr. E. Loureiro, Portuguese Consul at Yokohama, to Hakodadi, for the purpose of examining the strange craft, and ascertaining if any clue was to be found to her name, &c. The following articles were found on board the vessel, and some were taken from the coolies:—A coolie ticket drawn at Macao for the ship *Providenza* in the name of one Punkuai, and dated May 20th, 1867; the captain's copy of a bill of lading for some tobacco shipped on board the Peruvian barque *Cayalti*, at Pacasmayo, Dec. 19, 1867; a fragment of a ship's register, endorsed—Lush.—Deputy Clerk for the United States, Eastern District—; a few leaves of a memorandum book containing entries of cargo; some children's shoes; several photographs, one of which is supposed to be that of Captain De Nicolini, of the *Cayalti*, and this latter supposition is strengthened by the fact that a lot similar to the one represented in the picture was found in the possession of one of the coolies! a bucket was also found on deck marked *Cayalti*. There would therefore seem to be little doubt but that a clue has been found to the solution of this mystery. Mr. Loureira was to forward the above articles to Macao, where they could be easily identified. The intelligence which is regarding the barque *Cayalti* is, that she left Callao in January of this year, with fifty or sixty coolies on board, who had been shipped from Macao to that port in the *Esperanza* (which will account for the appearance of the coolie ticket to whice we have already alluded), and were then transshipped on board the *Cayalti* for one of the northern ports on the coast, distance about three days' sail—some merchandise, and about 15.000 dols. of treasure. Several ether vessels left port at the same date, and notwithstanding that the weather had been fine, and the other ships duly reached their different destinations, yet nothing has since been heard of the *Cayalti*.

THE CANTON INSURANCE OFFICE.

The annual general meeting of shareholders in this company was held on the 12th Nov., at the office of the company. The Hon. Wm. Keswick occupied the chair, and laid before the meeting the following report:—

"The general agents have much pleasure in laying before the shareholders accounts and statements as follows:—

"1st.—Balance-sheet of the office, 1866, exhibiting a nett profit of 223,800, dols. the whole of which has already been distributed as follows:—

	Dols.
1st dividend, 500 dols. per share, ...	100,000
2nd do., 246 dols. per share, ...	49,200
Reserve, third of profits on contributions, ...	76,600
	223,800

being a profit of upwards of 251 per cent. on the paid-up capital.

"2nd.—Open statement of accounts for the year 1867, showing a net premium for the year of 948,931 dols. 49c., and a profit to date of 304,353 dols. 06c., out of which the general agents recommend that a dividend of 750 dols. per share be at once declared. On a comparison of the year 1867 with the previous one, it is gratifying to find that the business of the office in China exhibits a satisfactory increase. The business at most of the branches is also larger, but in India there has been a falling off, owing to the decline which has taken place in the value of cotton, and to the general unsatisfactory state of trade in Bombay.

"3rd.—Open statement of account for the present year, which compares most favourably with 1867, showing a continued and steady increase of receipts in China and at most of the agencies, except India, where the adverse influences before alluded to are still at work.

"The Capital of the Office remains as heretofore, invested in the English Three per Cent. Consols."

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On motion of Mr. G. F. Heard, seconded by Mr. Sassoon, the report and accounts were passed.

Mr. Wm. Forbes next proposed that the dividend of 750 dols., as proposed in the report, should at once be divided, and that the affairs for 1867 should be wound up without calling another meeting.

Mr. Sassoon seconded the motion, which was accordingly unanimously agreed to.

Mr. H. B. Gibb proposed that the pension to Captain Ricketts should be continued for another year.

Mr. G. F. Heard seconded the proposal, and it was unanimously carried.

There being no further business, the meeting then separated.

BORNEO.

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LABUAN.

By the last advices from Labuan we learn that Governor Hennessy was at Brunei, whither he had gone in H.M.'s steamer *Starling*, in consequence of representations made to him by some Chinese traders in Labuan that a serious disturbance was imminent between the Brunei Rajahs and their fellow-countrymen, most of whom are British subjects, in that place. We have not been informed of the cause of the quarrel, but it appears that bloodshed would have certainly been the result were it not for the prompt and active interference of Governor Hennessy, who held frequent interviews with the leaders on both sides. Owing to his friendly exertions as a mediator, the excitement has been happily allayed and tranquillity restored. We cannot too highly commend the Governor's prompt action whenever any emergency arises. His Excellency was still at Brunei when the mail left Labuan.

With reference to the piratical outrage in the Sooloo Sea, mentioned some time since by a correspondent at Labuan, we hear that Governor Hennessy, having obtained authority from the Sultan of Sooloo to punish the pirates, proceeded to the island of Ubean, their chief abode in the Sooloo Sea, and where a notorious leader of these miscreants, Ati Bunding, resides.

Negotiations for his capture having failed, a force of forty sailors and marines were landed from the *Dwarf*, and, accompanied by his Excellency, marched inland towards the village of the pirates. Although the men were protected by a steady fire from the *Dwarf*, and were armed with Snider rifles, it was very hazardous for such a small force to land in a place which swarmed with desperadoes armed to the teeth. Nevertheless, they marched steadily to the village, which was abandoned, and succeeded in setting fire to the houses of Ati Bunding and his followers, in all about a hundred huts, which were utterly destroyed. The force was accompanied by an envoy from the Sultan of Sooloo, who pointed out the houses of the perpetrators of the late act of piracy, who were thus punished; but, in accordance with the wishes of the Sultan, the huts and property of those who were known not to have had a share in the outrage, were unmolested.

The force then returned safely to the ship, leaving the Sultan's envoy to obtain full compensation for the owner of the captured prahu. The prompt punishment which has followed on the lawless act will have a salutary effect upon the natives of Ubean and the neighbouring islets, and make them very careful of meddling with British subjects in future. H.M.S. *Gnat*, Commander Theobald, was at Labuan by latest advices, and it was thought his Excellency would send her to Ubean, to complete the work begun by the *Dwarf*, and bring back compensation to the owner of the prahu.

We also learn that the batch of fifty convicts sent by the *Rainbow* have been landed and safely imprisoned at Labuan, where no doubt their services will be found very valuable. Owing to their arrival the *Starling*, instead of going to Sarawak, will be stationed at Labuan. All the absent officials—viz., Dr. Treacher, Mr. Slade, and Mr. Clark—have arrived in the colony, where the arrival of two companies of the Ceylon Rifles was daily expected to relieve the detatchment of Madras troops now serving there. We understand that seven officers accompany the Ceylon Rifles to Labuan, and doubtless the stay of these gentlemen in the colony will considerably enliven its small European community.

Of late we hear favourable accounts of the quality of the Labuan coal now produced from the colliery by Mr. Lumsden, the manager of the new company.

A rumour prevailed at Labuan that a force of 2,000 Tawi Tawi pirates were preparing to attack the island in revenge for the damage done at Ubean by the *Dwarf*. It is most probably a groundless *canard;* but, in order to reassure the inhabitants, who were much alarmed, and also lest the report might possibly turn out to be well-founded, we understand that the Governor has ordered the gunboats *Gnat* and *Starling* to remain at that station for some time.

STRAITS SETTLEMENTS.

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SINGAPORE.

From Singapore our advices are to the 24th November. The outward mail of Oct. 9 was received Nov. 11, and that of Oct. 18 (French) on the 19th Nov. We take the following summary of news from the *Straits Times*:—

Locally, the events of the fortnight have not been of an unusual character, but still they deserve a word or two of notice. The Legislative Council has had two meetings and has been adjourned to Penang, where, it is understood, the session will be closed with the usual gubernatorial speech. The financial condition of the colony has furnished to the general public a subject for considerable discussion, unfavourable to the view officially put forward. His Excellency the Governor proceeded to Penang in the colonial steamer *Peiho*, on the morning of the 14th instant. The Honourable Colonel Macpherson, the Colonial Secretary, arrived by the mail of the 11th inst., and assumed charge of his office. Several Orders in Council have been passed. Three more cases against the owners of the late powder hulk *Princess Royal* have been decided against them The cost, for its size, of the new steamer ordered for the colony has attracted notice; so also have the elections for municipal commissioners, which take place on the 3rd of next month. A reply in the negative has been received from the Secretary of State for the Colonies to the petition of the community against the Supreme Court Bill. These form the chief items of news for the fortnight, and we proceed to remark upon them *seriatim*.

The first meetlng of the Legislative Council was held on the 10th Nov. Nothing particular was done at this meeting. The next meeting was held on the 12th, when two Bills were read a third time and passed, viz., the Bill for Registration of Births and Deaths, and the Bill for Compulsory Vaccin ation. It is generally agreed that both are good and necessary measures. At this meeting the question of the introduction of the Indian penal code was discussed. There were laid before the Council the opinions of nearly all the legal practitioners in the place, all unanimously against the code. Their great objection to the Indian code is its lack of prestige or authority as compared with English law. In its favour, again, it may be alleged that it is simpler, more intelligible, and hence, and above all, so much cheaper. We are not in a position to argue for one side or the other, but we are inclined to think that, so far as cheapness is concerned, it is six of one and half-a-dozen of the other.

The estimate of the Auditor-General that the colony will, on the 31st December, 1869, have saved over 190,000 dols., is very much questioned and even discredited. All the Colonial Estimates are generally considered to be very much more favourable than actual facts warrant, and much misgiving exists in consequence, that the local Executive, assisted by the Colonial-office, is rapidly running the colony into debt. Great exception has been taken to the very heavy expenditure on steamers, which has been gone into with head-strong obstinacy against all advice or remonstrance. There can be no doubt that the charge of extravagance on this head is substantially borne out by figures. Faith has been broken by the Executive with the community not only on this point, but also on Government house, which, it is now calculated, will cost not the 100,000 dols. originally voted for it, but more nearly double the amount, 200,000 dols. Then again, the official members of the Council have exposed themselves to well-merited censure for voting for their own entire benefit, the sum of 18,000 dols. odd for transport, against the decided, outspoken opinion of the unofficials who have the hearty support of the whole community on the subject. It is considered to be neither more nor less than each official voting himself an addition to his salary. The thing is preposterous and a burlesque on British institutions. It only aggravates the matter to be told that it is all for the good of the public service. Why was such expense not found necessary under the old Indian *regime?* We cannot help thinking it a great pity and very unwise policy to afford such a handle to those among us who were against the transfer, and who unceasingly denounce the policy of the colonial *regime* as pre-eminently selfish and disregardful of the general good of the colony wherever it clashes with personal interests.

Whilst on the finances of the colony it is to be noticed that the Government Estimates take no account of three items of probable expenditure with which they may be actually saddled before the end of next year. Government proposes to do away with the municipalities. Now, without taking into account either Penang or Malacca, the debt of the Singapore Municipality amounts to about 98,000 dols.; it will cost some 200,000 dols. to make any use of the waterworks for the town; it will cost some 200,000 dols. more to complete thoroughly the drainage which is at present in progress. Is Government prepared to take those items over, and, if so, where is the money to come from? It is *non est*, unless additional taxation is imposed.

The new steamer for the Colony is reported to be building in a private shipbuilding yard at a cost of £45 per ton measurement, or within 10s. of the cost per ton measurement of the Iron-clad, *Hotspur*, which has been contracted for by Messrs Napier of Glasgow for the Admiralty. Probably iron is cheaper at home at present than wood.

Two Orders in Council were passed on the 7th Nov.; one ordained that the Pilot Ordinance is to come into operation on the 1st Jan., 1869, and the other particularises the special purposes for which the different jails in the place are to be used. Three more Orders in Council were passed on the 12th Nov.. One rules the manner in which the Quarantine Ordinance is to be brought into practical operation; another modifies the Order in Council of December, 1867, regarding fees leviable in the Courts of Law and Government offices; the third directs that the fees in Courts of Law are to be paid by stamps marked "Judicial."

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The reply of the Duke of Buckingham to the petition of the whole community against the Supreme Court Bill has been in the negative. This might have been expected. Of course a bureaucrat could not possibly answer anything else to any request to do anything out of the usual routine. But, as an appeal is to be made to another quarter, we shall here only remark further on the reply, that it might have been more grammatical, a little more logical, and it need not have been gratuitously insulting to colonial judges generally. Evidently they are very small beer in the Duke's opinion.

Two municipal commissioners are to be appointed next month —not official members—and some interest is attached to the fact by two or three members of the community having hinted or publicly expressed their wish or ambition to represent their fellow-citizens at the municipal board.

From the neighbouring countries there is little to note. In Saigon everything is quiet. A Chamber of Commerce has been established under Government supervision, and Government has also appointed and gazetted a race committee. In Bangkok the new King has not quite recovered from fever, but he is in a fair way, having been induced to take quinine, and his rule seems to be firmly established under the experienced tuition of the Prime Minister, the Kalahome. From Java we learn that the Dutch Government has had some troubles to contend with lately in the Celebes and Bali. Some disturbances have been raised by two native princes in these places, and some sharp fighting has taken place between the Dutch troops and the rebels. The Europeans have had, on the whole, the best of it, and, according to the latest accounts, tranquililty had been nearly restored.

The Ocean Steam Company's steamer *Nestor* arrived from Hong Kong on the 14th of November, and sailed again on the morning of the 19th *en route* homewards, *via* the Cape, with a considerable quantity of Singapore cargo at a moderate freight.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Cotton Yarn: A few sales only to report; of 38/42s. prices (nominal) of all counts had fluctuated considerably and closed at quotations. Grey Shirtings: The tone of the market had continued to improve, and an active demand existed. White Shirtings: Out of demand. T-Cloths: Quiet, nothing doing. Spots and Brocades: Quiet, nominal and unsaleable. Velvets: Black a little higher and in fair demand, but good qualities scarce; assorted not wanted. Taffachelass: Large sales had been reported of single warp, at very unremunerative quotations. Other Cotton Goods not inquired for. Camlets: Considerable sales of SS. at quotations. Black were worth $20 to $21, and in demand. Scarlet, $18. Cloth was still in demand, but stocks were not large. Blankets: Still much wanted, but no stocks; prices were firm. Metals: Some Nail Rod Iron had been sold, but all other metals were dull. The current quotations were as follows:—Cotton Yarn: Nos. 16 to 24, $48 to 49 per picul; 28 to 32, $52 to 53.50; Grey Shirtings: 7 lbs., $2.70 to 2.80 per piece; 8.4 to 8.8 lbs., $3.10 to 3.20. White Shirtings, $2.80 to 3.60; T-Cloths, $1.90 to 2.40; Camlets, S., $16 to 17 per piece; S.S., $15 to 15.50; Cloth, Broad, $1.50 to 2 per yard; Medium, $1 to 1.75; Blankets, $0.75 to $0.80 per lb.; Iron, Nail Rod, $3 to 3.50 per picul; Hoop, $4.25 to 4.50; Pig, $1.30 to 1.50; Lead, $7 to 7.75.

TIENTSIN.—The business during the fortnight had been to a large amount, and the deliveries up country were satisfactory.

SHANGHAI.—A steady business has to be reported in all kinds of Grey Goods during the fortnight, and quotations were generally rather higher than those last noted. Sales of Grey Shirtings from first and second hands were estimated at 135,000 to 140,000 pieces, of which nearly half had been of 7 lbs. weight. The demand for this class had been very active, and holders had responded to the inquiry. 7 lbs. Cloth was worth Tls. 1.97 to 2.03, and 8.4. lbs. Tls. 2.19 to 2.23 per piece, though the latter figure was not easily obtainable for even best goods. The market was quiet at the close, the dealers' wants having been temporarily supplied. T-Cloths: Large sales were quoted at slightly better prices, the dealers having been able to select from the heavy stocks cheap lots at moderate figures. 6lbs. Cloth was quoted Tls. 1.40 to 1.55, and 7 lbs. Tls. 1.6.0 to 1.9.0 per piece. White Shirtings: On some counts a slight advance was noted, and fair sales were reported. Quotations were, 56 reed, Tls. 1.95 to 2.01; 60 reed, Tls. 2.05 to 2.10; 64 reed, Tls. 2.18 to 2.28; 66 reed, Tls. 2,38 to 2.38. Prices for the higher counts varied with quality. Drills: Several shipments on foreign account had been made of American goods to the north, and the moderate stock held by former purchasers had to a great extent passed into the hands of Chinese; there was no change in quotations; sales of English had transpired at Tls. 4.20 to 4.25 per piece. Dutch in fair inquiry, and prices improved. Jeans: English had been placed to arrive at Tls. 3.65 per piece, but no transactions in American were reported. Sheetings: Americans were neglected during the early part of the fortnight, but subsequently had been more asked for, and small sales were quoted at Tls. 4.05 to 4.10; English goods had changed hands at Tls. 3.80 to 3.85 for 14 to 14½ lbs. Fancy Goods: Dyed Brocades and Dyed Spots had commanded more attention at last quoted rates, while a fair business was reported in Chintzes and Velveteens; Dyed Damasks had also been more sought after, and in the absence of stocks of Gentian shirtings a rise in value has to be noted. Woollens: Black Camlets had advanced to Tls. 13.20 for C.P.H, owing to a Japan demand, but scarlet were rather lower in value. Assorted colours continued in but limited request. In Spanish stripes a fair business had been done at prices showing little change in value for average assortments. Scarlet and Purple Long Ells had declined. Assorted colours were dull of sale; Figured Orleans had changed hands at last rates. Nail Rod Iron: Only one arrival had taken place, and as all the iron per Lammermuir had been previously disposed of, her cargo caused no change in the market. Hoop iron continued dull of sale, but there was a brisk demand for all other descriptions. Quotations unaltered. Lead firm, and 2,800 piculs exported to Japan. About 3,792 arrived per Lammermuir. Coals: This market had continued dull, a little more demand for Cardiff ex ship; of English no sales. American: Sales from godown at Tls. 14. The arrivals for the fortnight had been from Great Britain 2,213 tons; Australia 6,305.

HANKOW.—A moderate trade in Piece Goods at in many instances lower prices had taken place during the fortnight. Grey Shirtings: Only few sales had been made at declining prices; 8¼ lbs. were quoted about one mace lower, Tls. 2.1.2 to 2.1.5; 7 lbs. were firmer and in fair request at Tls. 1.9.7 to 2. White Shirtings, dull. T-Cloths, 7 lbs., had continued in inquiry. Drills had suffered a further decline, but were asked for at the lower prices current. Woollens and Worsteds: Camlets had changed hands at slightly easier rates; Lastings had been in request, but sales were on a limited scale; Long Ells, Spanish Stripes, and Medium Cloths were neglected; Figured Orleans of good assortments had lately been in rather better inquiry. Lead: The stock was much reduced, and an advance in quotations was probable.

FOOCHOW.—The only sale reported during the fortnight was of 200 pieces Long Ells, at $9 per piece.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated Nov. 16. Cotton Yarn: There was more inquiry during the early part of the interval, and one parcel of 550 bales Nos. 16 to 24 was taken by one buyer at $120 per bale, smaller quantities of equally good quality being subsequently quitted at an advance on this figure. The market closes quiet but firm. Of the sales reported, only 48 bales were of Bombay and Singapore kinds, indicating a returning preference for direct importations. Piece Goods: The market continues very dull, no speculative inquiry existing, and dealers buying only for current wants, refusing to carry any but the most limited stocks. Grey Shirtings are not in excessive supply, and importers generally are fairly firm in refusing to submit to any further reduction; holders of "Small Eagle," 8.4 lbs., and of 8.8 lbs. goods are demanding an advance of five cents per piece, which has been paid for some small parcels. Best 8 lb. T-Cloths command a slight advance, but all other descriptions are weaker. White Shirtings are taken to a moderate extent, and 54 to 60 reed are five cents. dearer. Turkey Reds are very firm. Assorted Brocades and Spotted Shirtings are ten cents lower. English Drills are unchanged, and Dutch are still out of stock. Small parcels of American Drills and Jeans have arrived, and been placed on offer, but, the Tientsin trade being over, owing to the lateness of the season, there are no buyers except at figures under holders' views. Woollens: Fairish sales of Long Ells have been made, but at lower prices for all descriptions except H Sarlet, which command former prices. The values of other kinds have been depreciated by receipts from Shanghai, shipments hither having been induced by the advance last noted. Spanish Stripes are unchanged, but the inquiry is only for assorted, and mainly for best qualities. Blankets are inquired for, but out of stock. Lastings are a trifle better. Crapes and Camlets are unchanged, but there is a rather better feeling in the market, and we hope for some improvement both in demand and prices. Metals: Nail Rod, Bar, and Hoop Iron are all dearer. Wire is steady. Steel held for higher figures. Lead is again lower. W.B. is out of stock and quotations are nominal, but holders of other brands will have to make further concessions to induce purchases. Tin Plates easier. Quicksilver is without change. Coal: Arrivals have again been large, amounting to 950 tons English, 3,400 tons of Sydney (1,100 to consumers), and 700 tons Anthracite. Sales have been—950 tons English (by auction) at $9.25, and 700 tons Sydney at $7.0. Holders, as a rule, would willingly sell at quotations. Ginseng: Dealers report the native trade in the root very dull, and have been endeavouring to establish a lower range of prices, but holders remain firm, and refuse to submit to any reduction. Sales have been 13 casks Crude at $115, 12 casks at $120, and 28 casks at $131 per picul. The current quotations were as follows:—Cotton Yarn, Nos. 16-24, per picul, $127.50 to 122.5; Nos. 28-32, $130 to 145. Grey Shirtings, per piece, $2.47 to 4.50; White Shirtings, $2.45 to 3.20; T-Cloths, $2.50 to 2.65; Long Ells, $9 to 8.65; Camlets, SSS, $15.50 to 16.50; SS, $16.75 to 16; Iron, Nail Rod, per picul, $2.40 to 2.70; Hoop, $2.95 to 2.80; Bar, $1.80 to 2.20; Lead, $6.40 to 7; Steel, English, per tub, $4.30 to 4.40.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—A small business only had been done since the despatch of the last mail, and settlements consisting of all grades were estimated to be short of 1,500 piculs. Stocks had again been increased, supplies having come in plentifully, prices were again easier, and a reduction in quotations for the common grades may be noticed. Exports include large quantities of Tea from Hiogo. The Alexandra had been laid on the berth for New York; neither the Queen of the Age nor Havilah had sailed. The quotations were:—Common, $19 to 22 per picul; good common, $23 to 24; medium, $25 to 26; good medium, $28 to 30; fine, $30 to 35; finest, $36 to 40; choice, nominal.

SHANGHAI.—Black: For some days after the departure of the previous mail very little business was transacted, but later on, teamen getting anxious to quit their remaining parcels, submitted to a further decline of fully half a tael on common grades, which had for some time been relatively the dearest, and found buyers for over 10,000 chests. The export of Congou was nearly 18,000,000 lbs. in excess of last season. Settlements for the fortnight, 10,432 chests; reshipments on owners' account, 1,802 chests; stock, 69 chops, or 21,856 chests. The quotations (duty paid at exchange 5s. 11d., freight £2. 10s.), were as follows:—Shanghai, packed, common, 10d.; Oonam, common, 1s. 0d. to 1s. 0½d.; Ningchow, common, 1s. 1d.; Oopack, fair, 1s. 2d. Green: Green Teas had been eagerly taken during the fortnight, almost entirely for the American market, and though teamen had been willing sellers, the extent of the business had prevented any decline in prices except in fair to medium kinds, which were about half a tael lower. Buyers had a little advantage in a lower exchange. The settlements and re-shipments consisted of 42,218 half-chests Teenkai and Moyune, at Tls. 36 to 46; 3,496 half-chests Fychow, at Tls. 32½ to 35; 1,668 half-chests Pingsuey, at Tls.

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30 to 35; and 1,455 half-chests Shanghai-packed, at Tls. 25 to 29. Settlements for the fortnight, 46,282 half-chests; re-shipments on owners' account, 2,323 half-chests; stock, 133 chops, or 73,831 half-chests.

HANKOW.—The purchases reported were only 420 half-chests on Russian account, at Tls. 14.5.0 per picul, or 1s. 0½d. per lb. laid down in London. Shipments on native account amounted to 4,372 chests. Export of Tea from 1st January to 5th November, 1868, 44,197,616 lbs.; from 1st January to 5th November, 1867, 33,055,868 lbs.

KIUKIANG.—Black Teas: Arrivals were reported as extremely small, and of very undesirable character, and settlements as only about 600 chests. Shipments to Shanghai, 2,424 chests since last mail. Quotations were—Ningchows, Tls. 14 to 14½; Hohows, Tls. 12.8.5. Export from 1st January to 5th November, 1868, 150,368 chests; export from 1st January to 5th November, 1867, 107,637. Stock, 102 chests. Green Teas: Arrivals of these were, on the other hand, reported as on a large scale, but very few had changed hands on the spot, the bulk having been at once sent on to Shanghai. Prices unchanged and firm. Export from 1st January to 5th November, 1868, 121,517 half-chests.

FOOCHOW.—Messrs. Rusden, Phipps, and Co. report that: Owing to the bad news, received on the 28th October both by letter and telegrams, of the outturn of the new teas in England, buyers have abstained from purchasing; the few settlements since then being for Australia, and the market closes weak. If this continues, a considerable drop may be looked for. Settlements reported are: Congou, 4,814 chests 8,849 ½-chests 672 boxes, at Tls. 6 to 20. Souchong: Common to fair, 325 chests 225 ½-chests 114 boxes, at Tls. 15.5 to 22.5.; Pekoe, common, 80 chests, at Tls. 18.5; Oolong, fair, 266 ½-chests, at Tls. 21; Scented, fair, 358 boxes, at Tls. 18.5 to 21.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s report, dated 10th November:—In the early part of the fortnight business was interrupted by our race holidays and the absence of many buyers from Shanghai; but during the last few days, notwithstanding the still unfavourable advices from home, activity with renewed vigour has brought the settlements up to about 1,600 bales, at prices generally showing a considerable advance on Tsatlees, Taysaams, and Hainins, other descriptions being firmly held for previous rates. Again, very few Chop Silks have been taken, owing to the excessive prices asked, but a small lot of Dragons and Koo-fong-sings thirds are reported to have been placed at Tls. 575, and Tls. 580 respectively, the Incense "Chinling" at Tls. 557½, whilst Red Peacocks are held for Tls. 490. Hainins are Tls. 15 to 20 higher, Tls. 505 having been paid for No. 2 Fat-mows. Kahing Taysaams are Tls. 5 to 10 up, and Chin-cums, being in small supply, show an advance of Tls. 15 to 20. All the best re-reeled Hainins and Tsatlees fully maintain their value, as they are difficult to obtain, but the commoner grades being much mixed, cased, and loaded with sugar, &c., can be purchased at lower figures. Trams and Organzines are dearer, as few are being made in proportion to re-reels. Supplies have been coming more freely from the country, and there are now from 3,000 to 4,000 bales in Shanghai, but no signs of lower prices.

CANTON.—A fair amount of business had been transacted during the fortnight, notwithstanding the continued unfavourable advices received from the London market. The finer grades of Scented Orange Pekoes had been settled at about 2 taels under last noted prices, and Scented Capers about 1 tael, but we can quote no reduction in the prices of the commoner descriptions of either. No inquiry existed for the stock of country Congou, which remained at 2,220 chests. The following settlements were reported:—Scented Orange Pekoe, 5,800 boxes at Tls. 20 to 31; Scented Caper, 10,000 boxes at Tls. 16 to 25; Canton Gunpowder, 2,500 boxes at Tls. 21 to 30.

SILK.

YOKOHAMA.—The business of the fortnight had reached a fair figure, and including 200 bales shipped per last steamer, and by Pacific mail, amounted to 1,400 bales. Prices, especially during the early part of the interval, ruled very firm; indeed, superfine Hanks had been sold at $1,010 to 1,025. Some transactions in current qualities had been made at a reduction of $10 to 20 on last quotations, but, on the whole, the rates of last report fairly represented the market. Supplies had somewhat increased the stocks, but best qualities were not so plentiful. Oshus and other sorts had at length appeared in fair quantities. Silkworms' Eggs: Still came down in small quantities, but scarcely found buyers even at nominal values. The quotations for Silk (laid down in London at exchange 4s. 6d.) were as follows:—Hanks—Mybash, Sinchu, &c., extra, 38s. 1d. to 41s. 0d.; best, 35s. 4d. to 37s. 3d.; medium, 32s. 4d. to 34s. 3d.; inferior, 30s. 0d. to 31s. 7d.; Oshu, extra, nominal, 38s. 1d.; medium, 28s. 11d. to 30s. 9d.; inferior, 25s. 1d. to 27s. 4d.; Coshu, best, 32s. 8d. to 34s. 3d.; medium, 28s. 6d. to 30s. 5d.; inferior, 26s. 7d. to 27s. 9d.; Sodai, best, nominal, 32s. 4d.; medium, 28s. 6d. to 29s. 3d.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5⅞d.	4s. 5¼d.	4s. 6d.
Shanghai ,, ,, ...	5s. 10¼d.	5s. 10½d.	5s. 10¾d.
Canton ,, ,,	4s. 5d.	4s. 5⅛d.	4s. 5⅜d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5⅛d.	4s. 5⅜d.	4s. 6d.
Manila ,, ,, ...	4s. 3d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	300	223
,, Hong Kong	24¼ to 25 dis.	—
Bar silver	111·2·0	8½ prem.
Mexican dollars	77·7·0	¾ to ¼ prem.

Bous, at Yokohama, 320 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 3; Old, 21 per cent. premium
Hong Kong Gas Company, 42 dols. per share.
Hong Kong and Whampoa Dock, New, 30; Old, 4 per cent. discount.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 400 do's. premium.
Hotel shares, 50 to 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 per cent. discount.

The following is from Messrs. Sharp and Co.'s Circular:—

Exchange.—Sterling exchange for the past fortnight has ruled lower than it did prior to the departure of last mail. At the opening of business on the 4th instant a few sales of credit bills were made at 4s. 5¾d., but on the arrival of the Great Republic on the 6th instant 4s. 5½d. became obtainable for first-class bills, and some considerable amount of business was done. Rates, however, again slightly advanced, and remained steady at 4s. 5⅝d. for credits until the arrival of the mail steamer from Shanghai with advices of still lower rates ruling there. The market now closes with a small demand for credits at 4s. 5¼d. The market for bank bills has been very small, and has only varied from 4s. 5d. to 4s. 5⅛d. Tenders for H.M. Treasury bills at 30 days' sight were invited on the 13th instant, and sales were made to the extent of about £70,000 to £80,000, the highest rate accepted being 4s. 4⅞d. The demand for rupees has been very small on the part of opium importers. The estimated amount of business by the present opportunity, exclusive of Treasury bills, is about £330,000, say £60,000 bank bills, and £270,000 private paper, and seven lakhs rupees.

Bullion.—No transactions are reported in bar silver. The P.M.S.S. *Great Republic* arrived on the 6th inst., bringing treasure for this port to the extent of about $400,000, a portion of which consisted of bar silver. For this 8½ premium has been offered. In Sycee considerable sales have been made at 6½ premium.

Shares.—There has been scarcely any business doing in shares during the fortnight, and quotations remain much as they were at close of last mail. There are buyers of small lots of old bank at 21 premium, but no seller under 22 and 23. There are buyers of New in large parcels at 3 premium; but none are at present offering at this rate. A small lot was closed at 3½, and there are further sellers at this rate. In Hong Kong and Whampoa Dock there are sellers of old at 4 discount, and of new at 30 discount, but no buyers. Steamboat have been rather steady at 6 discount, at which rate several parcels have changed hands. China Traders' are in strong demand, at $400 premium cum dividend, but there are none to be had at this rate. Union Dock are nominal at quotations, as also China Gas. There are sellers of Hotel at 55 discount, but no buyers.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Nov. 2, Contest.

At SHANGHAI.—From London, Nov. 6, Lammermuir; from Cardiff, Benjamin Bangs.

At HONG KONG and CANTON.—From London, Nov. 13, Finzel; 15, Mikado; from Hartlepool, 3, Taunton; from Cardiff, 14, Chine Havane; from New York, 5, Surprise.

At MANILA.—None.

At SINGAPORE.—From Cardiff, Nov. 15, Elizabeth; from Glasgow, Malacca; from Bourbon, 17, Massiliote; from Rotterdam, 19, Paul Johan; from Hamburg, Carl.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Oct. 31, Tyburnia; Nov. 2, Ethiopian; 5, Ornate; for New York, 2, Wm. Turner.

From FOOCHOW.—For London, Oct. 25, Smyrna; 30, City of Quebec; for Liverpool, Veronica.

From HONG KONG and CANTON.—For London, Nov. 1, Corea; for Falmouth, 2, Ophir, Randers; 11, Savoir Faire; for Havana, 3 Antares; 8, Pactole.

From MANILA.—For London, Nov. 4, River Eden; for Liverpool, Oct. 27, Juliana; for Cadiz, 16, Peru; 31, Cymbeline; Nov. 1, Cervantes.

From— SINGAPORE For London, Nov. 11, Bella; 12, Duncan; 19, Nestor, str. (via Mauritius), Eastern Star, Ensign; for New York and Boston, 22, George Green.

From PENANG.—For London, Albuera; for Liverpool, via Mauritius, Nestor, str.

VESSELS LOADING.

At YOKOHAMA.—For New York, Queen of the Age, Havilah, N. B. Palmer.

At SHANGHAI.—For London, J. M. Joshua, Polmaise, Zemindar; for New York, Banian, Charger, Golden State, Sir William Wallace.

At FOOCHOW.—For London, Ironside, Ocean Chief.

At HONG KONG and CANTON.—For London, Shun Lee, John Lidgett; for New York, Princess of Wales (full), Sterling; from London, Roslin Castle (reported by telegram).

At MANILA.—For London, Anita, Jamaica, Palm Tree; for Liverpool, Clytie, Trinidad, Westminster; for Cork, San Fernando; for Copenhagen, Haufruen; for Cadiz, Florida Blanca, Isle of Wight, Lord of the Isles, Seratin, West Derby; for New York, Frederick Wm. Wilson; for Boston, Competitor.

At SINGAPORE.—For Liverpool, Khimjee Oodowjee, Malacca; for Hamburg, Varana, Dec. 3; from London, United Service (str.), reported by telegram.

At PENANG.—For Bordeaux, Aurelie.

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FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, nothing loading; to New York, £3 10s. to £3 15s. per ton.

At SHANGHAI.—Rates for home remain unchanged, but little inquiry exists for tonnage either for Europe or the coasting ports.

At FOOCHOW.—To London: £2 10s. per ton.

At HONG KONG and CANTON.—To London direct: No fresh charter has been made; via Manila, the Exonian has been chartered at £4 per ton; from the three ports rice settlements are reported at £3 10s. via Saigon, and £3 to £3 12s. 6d. via Bangkok.

At MANILA.—There is no disengaged tonnage in port; the demand for vessels is, however, not very active, as there is only a moderate quantity of produce available for shipment. There are still charters in the market for handy vessels to load dry sugar for a port in the Channel for orders, to discharge at a safe port in the United Kingdom, at £3 2s. 6d. per ton.

At SINGAPORE.—The Malacca is laid on for Liverpool at £2 12s. 6d. for dead weight and light freight, the Khimjee Oodowjee is a full ship for the same port; the steamer Nestor took about 600 tons of cargo for London at £2 15s. to £3 per ton for dead weight and £2 15s. to £3 10s. for light freight.

VESSELS PASSED STRAITS OF SUNDA.

Date		Ship.		From		To.
Oct.	18	...	Johannes Lodewyk	...	Birkenhead	...	Onrust
,,	20	...	Avonvale	...	Foochow	...	Melbourne
,,	—	...	Jung Frau	...	Foochow	...	London
,,	—	...	Geraint	...	Singapore	...	London
,,	—	...	Friesland	...	Samarang	...	Rotterdam
,,	21	...	Gladiateur	...	Bangkok	...	Falmouth
,,	—	...	William Fruing	...	Hong Kong	...	Melbourne
,,	—	...	Georges	...	Shanghai	...	London
,,	—	...	Luzon	...	Macao	...	London
,,	—	...	Sependu	...	Shanghai	...	London
,,	—	...	Chowfo	...	Foochow	...	Melbourne
,,	—	...	Hesfodel	...	Shanghai	...	New York
,,	—	...	Vangyard	...	Singapore	...	London
,,	—	...	Flora	...	Singapore	...	London
,,	—	...	John Nicholson	...	Shanghai	...	London
,,	—	...	Mystic Belle	...	Manila	...	New York
,,	26	...	Insulinde	...	Batavia	...	Amsterdam
,,	—	...	Antelope	...	Newcastle	...	Batavia
,,	27	...	Mercator	...	Shanghai	...	London
,,	—	...	Agder	...	Cheribon	...	Amsterdam
,,	30	...	Janet Mitchell	...	Batavia	...	Rotterdam
,,	20	...	Georges	...	London	...	Shanghai
,,	21	...	Evelyn Wood	...	Shanghai	...	London
,,	31	...	Ruhtinas	...	Probolingo	...	Amsterdam
Nov.	1	...	Nellie Hastings	...	Hong Kong	...	New York
,,	2	...	Blue Jacket	...	Foochow	...	Melbourne
,,	—	...	Zenobia	...	Singapore	...	London
,,	—	...	Hamilla Mitchell	...	Singapore	...	London
,,	8	...	Twee Gezusters	...	Rotterdam	...	Samarang
,,	—	...	Maitland	...	Shanghai	...	London
,,	4	...	Ihirling	...	New York	...	Hong Kong
,,	—	...	Merse	...	London	...	Shanghai
,,	—	...	Uncowah	...	Macao	...	Callao
,,	—	...	Rimac	...	Shanghai	...	London
,,	—	...	Anna Maria	...	Foochow	...	London
,,	—	...	Diamond	...	Foochow	...	London
,,	—	...	Windermere	...	Foochow	...	London
,,	7	...	Resolute	...	Shanghai	...	New York
,,	—	...	Albis	...	Foochow	...	Falmouth
,,	—	...	Niagara	...	Macao	...	Havana
,,	8	...	Hoogly	...	Foochow	...	Boston
,,	—	...	Susanna	...	Saigon	...	Falmouth
,,	—	...	Hill	...	Manila	...	Boston
,,	—	...	Witch of the Wave	...	Manila	...	New York
,,	—	...	Robert Pulsford	...	Manila	...	Queenstown
,,	—	...	Samuel	...	Foochow	...	Falmouth
,,	9	...	Haiwan	...	Foochow	...	Falmouth
,,	—	...	Sree Singapura	...	Singapore	...	London
,,	—	...	St. Bellequeuse	...	Singapore	...	Mauritius
,,	—	...	Horatio	...	Shanghai	...	New York
,,	10	...	Minnie	...	Foochow	...	London
,,	11	...	Chethah	...	Macao	...	London
,,	—	...	Seringue	...	Bankok	...	Falmouth

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer Syria, from Southampton, on the 26th inst., was, in gold, to Galle, £59,32; to Bombay, £5,400; to Madras, £4,993; to Calcutta, £5,000; in silver, to Bombay, £10,000; to Calcutta, £157,050; to Hong Kong, £24,766; to Shanghai, £245; total in gold, £21,325; in silver, £192,061.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Dec. 18, at New York, from Manila, Peruvian; 11, at Boston, from Padang, Borneo; 24, at London, from Manila, Jan van Schaffelaar; 26, from Galle, &c., Dacre; 23, off Dungeness, from Batavia, for Amsterdam, Nieuwe Waterweg; 24, at Falmouth, from Foochow, for Rotterdam, Stinchar; 21, at St. Nazaire, from Akyab, Victor; 23, at Hamburg, from Hong Kong, Sultan; 26, at London, from Shanghai, Valdivia; from Foochow, Jubilee; 27, in the Downs, from Shanghai, Weymouth.

DEPARTURES.—Dec. 24, from London, for Hong Kong, Albert Victor; for Manila, Pepita; for Shanghai, Helen Nicholson; for Yokohama, Deerfoot; for Cardiff and Shanghai, Tartar; 23, from Cardiff, for Galle, Jane Hannah; from Sunderland, for Shanghai, Ruffine; 26, from London, for Cardiff and Shanghai, Tynedale.

SPOKEN.—Queen Bee, Colombo to Liverpool, Oct. 14, 26 S., 52 E.; Vesta, Rotterdam to Hong Kong, Oct. 22, 37 S., 25 W.

CASUALTIES.—The Renown, of London, from Cardiff to Japan, has put into Cowes, leaky, and with loss of bulwarks, and boat stove. The Peruvian, Thompson, from Manila, which arrived at New York Dec. 13, had had mizenmast head sprung, and sails split, &c., during N. gales, whilst rounding the Cape of Good Hope.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BARING—On the 14th Dec., at 65, Brook-street, Mrs. Edward Baring, of a daughter.

CAMPBELL—On the 26th Dec., the wife of Alexander Campbell, Esq., of Yokohama, of a daughter.

CUSHNY—On the 20th Dec., at Banchory, Scotland, Mrs. A. Cushny, of a son.

D'ECA—On the 8th Nov., at Hong Kong, Mrs. D. A. D'ECA, of a daughter.

FEARON—On the 24th Oct., at Shanghai, Mrs. R. J. Fearon, of a son.

HAMILTON—On the 8th Dec., at Outram Lodge, Addiscombe, the wife of R. F. Hamilton, Esq., of Foochow, China, of a daughter.

HAWKE—On the 13th Nov., at Hong Kong, the wife of R. F. Hawke, Esq., of a daughter.

HIGGS—On the 9th Nov., at Point de Galle, Ceylon, the wife of Sidney C. Higgs, Esq., of a daughter.

KELLY—On the 29th Nov., at Chepstow Villas, the wife of the Rev. W. F. Kelly, Colonial Chaplain, Ceylon, of a daughter.

KINGDON—On the 26th Nov., at 29, Marlborough-hill, St. John's-wood, the wife of Paul A. Kingdon, Esq., of a daughter.

LAND—On the 8th Nov., at Canton, the wife of Mr. J. M. Land, of a daughter.

LITTLE—On the 18th Nov., at Bonnygrass, the wife of R. Little, Esq., M.D., of a daughter, still-born.

MORRISON—On the 27th Oct., at Jaffna, Ceylon, the wife of Charles Morrison, Esq., of a son.

MOULE—On the 27th Oct., at Ningpo, the wife of the Rev. Arthur E. Moule, of a daughter.

MURRAY—On the 25th Nov., at Woodhouse, Kingsclere, Hants, the wife of Charles Murray, Esq., of a daughter.

PARKER—On the 10th Nov., at Hong Kong, the wife of Mr. J. Parker, of a daughter.

RATHBONE—On the 8th Dec., at Backwood, near Neston, Cheshire, Mrs. Theodore Rathbone, of a daughter.

ROBERTSON—On the 11th Nov, at Singapore, Mrs. K. B. S. Robertson, of a daughter.

WARDEN—On the 2nd Dec., at Brighton, the wife of Edward M. Warden, Esq., of a son.

WATERHOUSE—On the 14th Nov., at Singapore, the wife of the Rev. C. J. Waterhouse, M.A., late Acting Colonial Chaplain, of a son.

MARRIAGES.

DAWSON—WHYTE.—On the 17th Nov., at St. Andrew's, Scotland, by the Rev. Mr. Urquhart, John Dawson, of Rangoon, British Burmah, M.D., M.R.C.S. of England, to Mary, eldest daughter of the late James Whyte, Esq., of St. Andrew's, Fifeshire.

DUBOIS—HYSLOP.—On the 2nd Dec., at the Old Church, St. Mary Abbott's, Kensington, E. W. Dubois, of Vassall road, Brixton, to Rosina Hyslop, of Addison-terrace, Kensington, third daughter of the late Robert Calder Hyslop, Esq., of Gosport.

PRICE—D'IFFANGER.—On the 3rd Dec., at the church of St. Mary-le-bone, William George, eldest son of the late William Price, Esq., of 43, Arundel-gardens, Kensington-park, to Augusta Emma, younger daughter of the late Thomas D'Iffanger, Esq., of 5, Melina-place, St. John's-wood. No cards.

VICKERS—WESTHORP.—On the 22nd Dec., at Loughton Church, Essex, by the Rev. Robert Barnes, M.A., of Coventry, and the Rev. J. W. Maitland, vicar, J. J. Vickers, Esq., Brixton, to Florence Sophia, younger daughter of T. Westhorp, Esq., Holmhurst, Loughton. No cards.

VON DER MEDEN—ECKHARD.—On the 9th Dec., at All Saints, Bradford, Yorkshire, by the Rev. H. Leach, M.A., Carl August von der Meden, of Leeds, formerly of Penang, youngest son of C. A. von der Meden, Esq., of Hamburg, to Sophie Mathilde, second daughter of Ferdinand Eckhard, Esq., of Bradford.

DEATHS.

ALDERSEY—On the 29th Sept., at her residence, Tsong Gyiaou, Maclaren Vale, South Australia, to which colony she had retired after employing her life and property in missionary work in China, Mary Anne, daughter of the late Joseph Aldersey, Esq., of Homerton, Middlesex, in the 72nd year of her age.

CLARKE—On the 16th Nov., at Hong Kong, John Clarke, acting Surveyor-General.

FRASER—On the 5th Dec., at 20, Queen's-road, Brownswood-park, Stoke Newington, Mr. William Henry Fraser, chief officer in the Peninsular and Oriental Company's service, and youngest son of the late Major James Fraser, aged 32, deeply lamented.

INNES—On the 13th Dec., at Edinburgh, Hugh Rose Innes, formerly of China.

JAMESON—On the 10th Dec., at 12, Earl's-court-terrace, Kensington, Robert William Jameson, Esq., Writer to the Signet, formerly of Edinburgh, aged 63.

LYAL—On the 11th Dec., at Offham House, near Lewes, Rupert, infant son of George Lyall.

MASON—On the 9th Sept., at sea, on board the ship *Georges* 'Shanghai to London', Alexander Mason, Esq., master mariner, late superintendent of the Shanghai Tug and Lighter Company.

OSWIN—On the 10th Dec., at Upper Holloway, after a few days' illness, Henry Oswin, Esq., of the Stock Exchange, late of Cardiff, and formerly of Ceylon, aged 55.

PACER—On the 4th Nov., at Shanghai, A. Pacer, of the Imporial Customs, aged 35.

WHITE—On the 26th Oct., at Shanghai, Mr. Walter White, solicitor, aged 49.

LORD CLARENDON AND THE CHINESE.—The *New York Herald* says:—Lord Clarendon, the new British Minister for Foreigh Affairs, according to a late telegram, favourably regards Mr. Burlinghame's mission. Negotiations with the Chinese Embassy are to be opened immediately, with a view to concluding a treaty of commerce. This bodes well. The new Ministry will not go back on the old. A treaty concluded with Great Britain will be an example which Europe will be certain to follow. Mr. Burlinghame's real difficulty is in London.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as aguarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and the French Mail of the 18th of each month, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, DEC. 28, 1868.

OURSELVES.

THE present issue of the *London and China Telegraph* being the closing one of the present volume, we may be pardoned if we take the opportunity of greeting our subscribers with the compliments of the season, and of expressing an earnest hope that the coming year may be not only a happy one, but far more prosperous than its two predecessors have been to most of those engaged in commerce with the Far East.

The fact that its fulfilment would imply increased prosperity to ourselves is the best guarantee that our wish is sincere, if not altogether disinterested. On our own part, efforts shall not be wanting to merit the large increase of support we have lately received, and the still greater increase for which we look in the future; already we can point with pardonable pride to some progress effected during the past year, such as the introduction of new type, a better quality of paper, and various improvements in the general "get-up" of our journal; and to these we intend to add others in the course of the next twelve months. One of the proprietors is at the present time in China, actively engaged in making fresh arrangements for a regular and accurate supply of news, and his tour will also include Japan, the Straits Settlements, and all other places of importance in the Far East in which our subscribers are interested, commercially or otherwise. This step will necessarily tend to still further increase the value of our journal as a vehicle of reliable information from those parts; and the impending alteration in the French mail service will also add to its utility, by enabling the publication to take place at more regular intervals, and doing away with the inconvenience so often caused of late by two mails arriving almost or quite simultaneously. Under the old arrangement, when there were two English and one French mail per calendar month, subscribers received of course thirty-six issues of the *Telegraph* for their annual subscription. During the last year, when the new P. and O. contract came into force, and the Messageries time-table remained unchanged, the two services clashed so frequently that the publication became quite haphazard, and no specific number of issues could possibly be guaranteed. As soon however as the new system of the French company is in working order, we shall have an inward mail in three weeks out of every four, which will give thirty-nine issues in the twelve months.

AT last the Post-office authorities in this country have discovered the fact that the Pacific Mail Company's vessels run regularly once a month between San Francisco, China, and Japan; and the Postmaster-General has issued a notification to the effect that correspondence between England and those countries may in future be forwarded by the new route. Letters, &c., from this side must be addressed "*Via* San Francisco," and must be posted in time to reach New York before the 9th of each month, the day on which the mails thence to San Francisco are made up. The rates of postage are the same as those by the English mail *via* Southampton, viz., on letters, 1s. per half-ounce; on newspapers not exceeding four ounces, 2d.; and on packets of books or patterns, 4d. for every four ounces; in all cases payable in advance. The notification quite ignores the fact that letters may be sent by the more expeditious land route across the American continent, while newspapers and parcels must go *via* Panama.

REPRESSION OF DISORDERS IN EASTERN SIBERIA.

THE Russian journals bring us accounts of proceedings in Southern Oussouri. The Governor-General of Eastern Siberia learnt on arriving at Khabaroonka that disorders had taken place amongst the Tartar population, placed by the Treaty of Peking under the dominion of Russia, and military operations were undertaken against the insurgents in arms. At the end of last year it was found that Chinese were carrying on illicit gold diggings in the Isle of Askold, and in this they were aided by the Tartars of the valley of the Poutchane. In the spring the Russian galliot, having visited the Isle of Ascold, was attacked by the natives, several sailors killed and two officers wounded; and in April the port of Strelok was attacked by the Tartars of Tsimouka, who also burned the Russian village of Schkotova, situated at the end of the gulf of Oussouri. After this the Tartars joined the Chinese of the island of Askold, marched towards the frontier of Mantchouria, and burnt the village of Nikolskaïa.

The military governor of the province then sent a half battalion of troops by steamer from Khabaroonka to the lower part of the Oussouri, while other forces, as well as ammunition, were concentrated at Bousse by means of steamboats on the Amoor and the Oussouri. Colonel TIKHMENEW having been informed that a band of about a thousand Kounkhoures threatened the populations of the Daoubi and even of Upper Oussouri, and that other bands had shown themselves on the River Ouloaé, 150 Cossacks were despatched to Kamène Rybolow, and then, together with a small detachment of the third battalion, proceeded by forced marches on the Souïfoune road to the village of Nikolskaïa. At the same time two companies of tirailleurs were sent up the Oussouri and the Daoubi to clear the valley of the latter river, and, after securing the tranquillity of the colony of Oussouri, to make for the Léfou, and, in concert with Colonel MARKOW, to drive the bandits from the Léfou and the Souïfoune towards the already devastated valleys of the Maikhé and the Tsimoukha. A detachment of the first battalion, with two pieces of artillery, also occupied Lorentsow.

A band of Tartars and Khounkhaizes was attacked by a party of 175 Russians, and completely vanquished, although numbering more than 400 men. The Russians had one man killed and two wounded, while the rebels left more than fifty of their number on the field, together with a colour, a part of their baggage, and their bullocks. The Russians were allowed to repose two days after this small Waterloo, and then they set out in pursuit of the flying Tartars, and in eight days succeeded in exterminating them. Reconnoitring parties were sent in all directions, and it was ascertained that tranquillity has been restored all along the Chinese frontier. After these events the Russian Government divided Southern Oussouri into five districts, and took various military measures to prevent the peace being again disturbed. We have no doubt that the Tartars give the Russians sometrouble, but if their risings are not generally of more importance than that above related, they will not give rise to much uneasiness at St. Petersburg or anywhere else.

AN arrangement is said to have been concluded between the Indian, Turkish, Russian, and Persian telegraph administrations for the transmission of Indo-European despatches indifferently by the Russo-Persian and Turkish route at one rate of f.36.50c. for single messages from London to Bushire. The new arrangement will come into operation on the 1st of January next, and will annul the existing convention between the Porte and the SHAH'S Government, which stipulates for the equal division of all despatches to and from India between the Khanakin-Bushire (Persian) and Fao-Bushire (Turkish) lines.

A SPANISH MINISTER to China is appointed at last, and it is not the Senor CHAO to whom we referred in a recent issue. The *Madrid Gazette* of the 20th announces that the choice of the Provisional Government has fallen on Senor PATSCOT as its representative at Peking.

MR. STEPHEN SMITH, of Covent-garden, has had the honour of submitting for Her Majesty's inspection a racing plate for Hong Kong, designed by Mr. W. Armstead.

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OUT of the almost interminable series of paragraphs forming the PRESIDENT'S message—the very prolixity of which, apart from its tone, must have been a sore trial to the patience of Congress—two very little ones are devoted to China and Japan. The first states, in a single sentence, that no advices have been received as to the action of the Chinese Government upon the "liberal and auspicious" treaty just concluded; and the second runs as follows:—"Japan remains "a theatre of civil war, marked by religious incidents and "political severities peculiar to that long-isolated empire. "The Executive has hitherto maintained strict neutrality "among the belligerents, and acknowledges with pleasure "that it has been frankly and fully sustained in that course "by the enlightened concurrence and co-operation of the "other treaty Powers—namely, Great Britain, France, the "Netherlands, North Germany, and Italy."

THE TELEGRAPH TO INDIA AND CHINA.

The *Daily News* of the 18th contained the following:—

It is satisfactory to learn that the agitation is likely to be continued for the establishment of a really trustworthy telegraphic communication between England, India, and Australia. Last session Mr. Crawford, M.P., presented a petition to Parliament, signed by all the principal bankers and merchants of London, praying for increased facilities, which, indeed, are imperatively demanded by our vast trade with those regions. It is universally admitted that the present route, *via* the Continent of Europe, is altogether unsatisfactory, the messages being too often subjected to long delays in transmission, besides being occasionally very imperfectly rendered. Without dwelling upon the serious drawbacks to which the telegraphic communications with our Eastern Empire would be exposed in the event of war, it may be pointed out that the mercantile community consider they have a right to call upon Government for all the assistance they can render in the matter. Our merchants ought to be able to send a message to their correspondents in India and Australia and receive a reply on the same day. This is, beyond doubt, capable of being done with the utmost certainty, provided we use the appliances which science has placed at our disposal. In many quarters it is justly urged that we ought to have an independent submarine cable from the British coast to Gibraltar and Malta, and thence, by way of Alexandria, to Aden, Ceylon and Australia. It is computed that the cost of this line—about 10,000 miles long—would not exceed £3,000,000, and its utility to the State would be so great that a large subsidy would be well bestowed in promoting it. Much interest is evinced to learn what steps will be taken towards carrying out these most important objects in the new session of Parliament.

LITERATURE.

With Christmas comes the usual plentiful crop of illustrated books specially adapted for the presents looked for by so many young folks, as the annual festivities draw near. Many of the so-called Christmas gift-books, such as magnificently illustrated and sumptuously bound editions of the poets, are suitable only to "children of a larger growth," and in these the present season appears to be less prolific than former ones; but of real children's books there is no lack. Perhaps the most enterprising contributors to the delectation of these little people are Messrs. Cassell, Petter, and Galpin. From them we have *Mince Pie Island*, a Christmas story by Mr. Corbet, full of quaint fancies and laughable incidents, very nicely illustrated; uniform with this is *Cloudland and Shadowland*, by J. Thackray Bunce, a pretty fairy tale, combining a fund of amusement with no slight intermixture of genuine pathos; *Old Burchell's Pocket*, a tale for still younger children, by Elihu Burritt, whose mere name is a sufficient guarantee for the nature of its contents. This, by the way, is one of a uniform series, which includes *Peggy and other Tales*, by the author of *A Very Simple Story*; *Lily and Nannie at School*; *Æsop's Fables* and *Sandford and Merton*, both in words of one syllable; *The Queen of the Tournament*, &c., all prettily bound in cloth gilt, and nicely illustrated. Besides these we have specimens of Messrs. Cassell's shilling toy books, with very clever illustrations printed in colours.

Next on our list are Messrs. T. Nelson and Sons, Paternoster-row. Perhaps the most attractive child's book issued by this firm is that entitled *Tales of Heroes*, which is an adaptation from history of anecdotes relating to Alfred the Great, Richard Cœur-de-Lion, the Black Prince, &c., all so well told that we regret the absence of the author's name from the title-page. Another charming book is called *Cats and Dogs*, in which the many interesting facts regarding these two great families of domestic animals are familiarly and instructively treated of by Mrs. Hugh Miller. Then we have *The World at Home*, which is intended, by attractive pictures and simply descriptive conversational chapters, to bring home to the childish understanding some of the marvels of the great world. These books, too, are all handsomely bound and illustrated.

Continental Intelligence.

NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, December 15.

After four months passed at his new country seat, bought with the money voted by the Prussian Parliament as a reward for the success he achieved in 1866, Count Bismark has returned to Berlin and entered on the arduous duties of his office; and it is high time that he should be at his post, for there are black clouds gathering on several parts of the horizon. The late aggrandisement of Prussia is a thorn in the side of France, who would fain imitate the example if it is to be effected with safety, but as it cannot be done at present they show their envy and jealousy at Prussia's success by false insinuations of further conquest, and endeavouring to pit Austria against Prussia. Besides, there is the Eastern question beginning again to loom in the distance, and the King of Greece makes no secret of his intention of annexing to his dominions the Island of Candia—if he can; so that, all things considered, it is quite as well that Count Bismark should be again in harness. He has already given a proof that he is fully recovered from his accident last summer, for he has announced an impending alteration of some importance. The Prussian Ministry for Foreign Affairs is to be abolished and superseded by a similar department under the North German Confederation, and as a natural consequence, the Prussian embassies and legations in all foreign countries are to be transformed into Federal ones. It may be supposed by many that this measure involves only an alteration of name, as both the officials and the system will remain unchanged, and Berlin continue to be the centre as hitherto. But it is a step of the greatest practical importance, and cannot fail to give the Confederation more weight abroad and a greater consolidation at home; for it is by no means indifferent to the lesser States of Germany, whether they are looked upon as mere appendages, or satellites revolving round the central sun at Berlin, or become really component and integral parts of a great Confederation forming one of the five Great Powers of Europe. According to Count Bismark's declaration the Bundesrath, or Federal Council, have already agreed to the change; even the King of Saxony has consented to lose his individuality, and merge his identity into North Germany. None of the other States offer any opposition, as they can only reap advantages by the alteration; Mecklenburg may possibly pout and grumble a little, but that will soon blow over. The Hanseatic cities rejoice at the intelligence, as for a long time past they have been petitioning at Berlin for the change, and have everywhere abolished their embassies and consulates in favour of Federal establishments, and were thus placed in a false position; but now they will take their place in the world, not as industrious little trading communities, but, as regards the commerce of the world, as the active partners of the eminent firm of the North-German Confederation, with one sole flag, one army, one navy, and one set of diplomatic and consular representatives for their protection.

The King of Prussia has been pleased to distribute the following honours to officers and petty officers of the steam corvette *Vineta*, lately returned to Kiel from the China and Japan station:—to Captain Rodenacker, the decoration of Fourth Class of the Order of the Red Eagle; to Captain-Lieutenant Donner and Captain-Lieutenant Von Kall, the Fourth Class of the Order of the Crown of Prussia; to the chief boatswain Rux, the chief engineer Willatowsky, and the chief carpenter Eggebrecht, the Medal of Honour, to be worn on the left breast.

COMMERCIAL.

The approach of the festive season has tended to restrict business, as usual at this time of the year, but not to depreciate any articles of trade. Rice is calm, and prices rather firmer. A cargo of 5,100 chests of cassia lignea has arrived from China, but is not yet in the market. Pepper is in demand, and better prices are paid. The tea market is firm, though quiet; no alteration in souchong; good ordinary to middling Pecco is in fair demand and a shade higher. Of green, about 400 chests imperial and 200 chests of gunpowder found purchasers at former rates. Spelter is much neglected, the nominal quotations being 13.8 for loco. and 13.6 for spring delivery. Discount 2¼ per cent.

SHIPPING.

ARRIVED.—Amoy, from Hong Kong (3,281 chests cassia lignea); Solo, from Bassein; Maria Louise Antoinette, from Whampoa; Peter Rickmers, from Canton.

SAILED.—Nahotka (str.), to the Amoor.

SHIPPING AT BREMERHAVEN.

ARRIVED.—Trudel, from Rangoon (4,860 bags rice); Albert, from Canton (3,000 chests cassia lignea, 850 chests tea, and 100 chests preserved ginger); Thusnelde, from Bassein (9,800 bags rice), and Singapore (5,846 bundles rattans); James Pardew, from Bassein (6,000 bags rice); Aunt Lizzie, from Saigon (22,550 bags rice); Hero, from Rangoon (9,917 bags rice); Marmion, from Bassein (11,239 bags rice); Vigillate, from Rangoon (11,239 bags rice).

SAILED.—Bertha to Rangoon; Caroline, to Rangoon.

N.B. About 6,000 bags of rice, ex James R. Patten, from Akyab to Bremen, wrecked last month in the mouth of the Weser, have been recovered in a damaged state, and sold for account of the underwriters, partly at Hamburg and partly at Bremen.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, December 15.

The Parliamentary discussions have offered no special interest for residents in the Far East. A smart debate has taken place with reference to the desirability of a separation between the State and Church, and it was strongly argued such a separation was highly necessary in India. With regard to the Budget for the Department of Home Affairs, the House had a long list of questions to dispose of before it arrived at the great question, namely, the instruction law. Speeches without end were delivered day after day both by supporters and adversaries of sectarian instruction. At last, however, the Liberal cause has won, the vote of want of confidence against the Home Minister, which was moved because he had declared his intention of maintaining the Liberal law of 1857, was outvoted by forty-six against twenty-two votes, and the Budget was then carried by forty-six against twenty-two votes. It will probably be found impossible to finish the Budgets before the 1st of January, as is prescribed by the fundamental law.

The result of the election in the district of Gorcum is anxiously waited for. At this moment it is doubtful whether Mr. Heemskerk, the ex-Minister, or the Liberal candidate, General Knoop, will obtain the victory. The Conservatives have, in view of the elections of June, 1869, organised an enormous union, with branches throughout the whole country. Notwithstanding that a general meeting has already taken place at Utrecht, the statutes will not be known before February next.

Some of the Liberal papers express surprise that the First Chamber has made such haste in carrying the East India Budget, so that they did not deal at all with the principal questions it contained. It is true that the Minister wished to forward the Budget by the last mail, but this is no excuse for the Lords to abstain from debating the question, and indeed when the First Chamber does nothing but vote Budgets and check Liberal measures, it may justly be called, as it is, an effete institution, destitute of political character and political wisdom.

The Bill by which it is proposed to abolish the stamp duty meets with much opposition in the Sections. The majority, however, applaud the measure, but urge strong objections against the equivalents. Instead of an augmentation of the duty on tea and tobacco, an increased duty upon spirits is proposed. Should the Minister not agree with this proposal, I fear that the Bill will not be supported by the majority.

Very unfavourable rumours were current some days ago, regarding the state of the new canal from Rotterdam to the North Sea; it was said that when the dam was opened, the canal at once filled up with sand. Happily, the Minister has been able to officially contradict this report.

In the course of the coming year an International Exhibition is to be held at Utrecht, of objects necessary for household and mechanical use.

From a thoroughly authentic source I hear that the Government has granted a concession to the ex-Director of Public Works in India, Mr. de Bruyn, who resides here, and to Mr. S. Crawfurd, of Batavia, for the exploration of the copper mines on the island of Timor. The wealth of these mines is well known, and the undertaking promises good results. Indeed, its prospects are so favourable that a company in Australia has offered to supply the required capital of one million guilders, against half of the profits. Nevertheless, a prospectus will be issued here, and the papers urge Dutch capitalists to prevent this favourable undertaking being placed in the hands of foreigners.

At last it seems intended to introduce into our country the cultivation of the silkworm. I told you that some time ago endeavours had been made to establish a company for this purpose, and these efforts now seem to have been successful. The manager, Dr. Foek, has purchased a plot of ground near the town of Amersfoort, on which not less than 80,000 mulberry-trees will be planted as soon as possible.

According to a circular of the Rotterdam Bank, the branch at Amsterdam will cease to exist on the 1st January, 1869.

The Government has laid before the members of the Second Chamber a Bill to annul all patents, which, according to the ideas of the Minister of the Home Department, have not proved to be in favour of the development of our national industry.

With the new year the Catholic paper, the *Tyd*, will again open subscription lists on behalf of the Pope.

A most interesting novel, derived from the history of Java, has been published. It bears the title of "Madjapahit," its author being Mr. J. S. G. Gramberg.

A rumour says that Mr. Douwes Dekker, the author of "Multatuli," is on the point of being appointed Assistant-Resident in Java. It is added that he is indebted for the appointment to the influence of Mr. Fransen van de Putte. I need not say that I cannot answer for the truth of this report.

PRODUCE MARKETS.

COFFEE.—The market is very quiet, but prices are well maintained, no large quantities being offered.

SUGAR (RAW).—The market continues firm but very dull, there being nodemand. The unsold stock of Java Sugar was, on the 1st inst., 14,369 mats of the Trading Company, and 11,492 mats in private hands.

RICE.—The market continues steady; 1,885 b. Java, ex Louis de Geer, sold at 8⅜f.; 2,037 b. do., ex Leopold Graaf van Limburg Stirum, at 9¼f.; and 1,925 b. Sourabaya, ex Johan.

SPICES.—Fine qualities meet with a moderate demand, so that there is no downward tendency in prices. 50 ch. China Cinnamon, superior quality, sold at prices that did not transpire.

JAVA TOBACCO.—The auctions consisted of very large quantities, which went off steadily. The private transactions include 536 b. Java RS, ex Fop Smit; 369 b. do. Demangan, 333 b. BJDL, 453 b. MS; 1,090 b. Djambean, 1,453 b. Kawi, 94 do. BD H, 301 b. D, 280 b. Kotta /B, 117 b. Malang, 862 b. Java PC, ex Ida Elisabeth; 587 b. GP, ex Christina, at 35c.; 374 do. PK/ Blitar, ex Navigator, at 73c. The stock was, on the 1st inst., 46,882 b. Java.

MANILA CIGARS.—The stock is unimportant; the nominal quotation is 2a Habanos 24f. to 40f.; 2a Cortados, 40f. to 42f.

ARRACK meets with a good demand, 13 casks Sourabaya, ex Golden Dream; 471/1 and 110/2 do. Batavia, ex Emilie, having been sold.

INDIGO.—In consequence of the small stock, the transactions are of little importance. There is, however, a lively demand for superior quality.

RATTANS.—The following parcels sold at prices that did not transpire:—215 pic., ex Argo; 25 pic., ex Tonia; 25 pic., ex Anna; 199 pic., ex Louis de Geer; 150 pic., ex Ida Elisabeth; 120 pic., ex Princess Amalia; 240 pic., ex Gloriosa.

TIN.—The market is very animated, and there is a firm demand at advancing prices. Of Banca Tin about 20,000 slabs sold, at 59½f. to 61f. 1,000 slabs to be delivered out of the spring auction were paid with 60f. to 62f. 4,003 slabs Billiton (floating) changed hands at 59f. to 60f.

HIDES.—The following parcels were sold by subscription:—7,224 Padang Rinder and 3,000 Padang Buffalo, ex Schoonderloo; 2,696 Sourabaya Rinder, ex City of Perth; 1,662 Samarang Rinder and 308 do. Buffalo, ex Anna. The prices did not transpire.

MISCELLANEOUS.—Camphor dull, but firm. Cassia Vera, 1,346 b. were sold. Sagomeal, 409 b., ex Waalstroom, changed hands at secret prices. Japan Wax, market quiet.

MONEY AND STOCK MARKET.—The engagements in the markets for public securities have been on a rather restricted scale; still some fluctuation has occurred in prices. The quotation for Home Funds presented no important variation; but, nevertheless, there is steadiness, with a tendency slightly upwards. Foreign Stocks were at the closing of the market rather weak. The demand for money at the Bank is heavy. In the open market the inquiry was fairly supported, but, nevertheless, money continued in full supply. The rate of discount is not altered. Netherlands Bank, 236; Java Bank, f.162; Trading Company, 125¾ to 126¼; Netherlands India Trading Bank, 68; Dutch Two-and-a-Half per Cents., 56; Three per Cents., 65¼; Four per Cents., 87⅛.

SHIPPING INTELLIGENCE.

ARRIVALS.—Nov. 30, at Texel, from Batavia, Twee Cornelissen; from Sourabaya, Baltimore; Dec. 1, from Batavia, Johann; from Samarang, Celebes; from Padang, Waalstroom; 4, at Brouwershaven, from Akyab, Eliphalet Grecley; 3, at Texel, from Sourabaya, Elizabeth; 4, from Batavia, Goede Verwachting, Nederland and Oranje; 6, at Brouwershaven, from Akyab, Alert; from Batavia, Kortenaer; at Texel, from Batavia, Indian; 8, at Brouwershaven, from Padang, Julie; at Texel, from Batavia, Iduna; from Samarang, Finella; 10, at Texel, from Batavia, Europa, Kaap Hoorn; from Patjitan, Mentor; 11, at Brouwershaven, from Batavia, Johanna Maria; 14, at Brouwershaven, from Batavia, Jorgen Lorentzen, L. J. Enthoven.

DEPARTURES.—Dec. 13, from Brouwershaven, for Batavia, Mary and Hillegonda.

FREIGHTS.—The Trading Company chartered the following ships to convey produce from India to the following harbours:—to Amsterdam, Electra (590 lasts), at f.79.97; to Rotterdam, Bastiaan Pot (304 lasts), at f.79.98; to Dordrecht, Nieuwland (398 lasts), at 80f.

PASSENGERS INWARD.—From Java, per Twee Cornelissen, Mr. G. Cramer; per Dordrecht (wrecked on the Banjaard), Messrs. Begeman and family, Bloemink and family, Helbach and family, Van der Poll and family, De Brigine, Reents, Obertop, Willie; per Goede Verwachting, Mr. G. D. Hoek; per Kortenaer, Mr. H. C. Steenbergen, Mrs. Hoewyk, three children, Over de Linden; per Iduna, Messrs. J. F. Vanck, F. Clement, C. D. Barghorn; per Julie, Messrs. J. F. Backer, G. C. Gehrung; per Kaap Hoorn, Mr. J. Platte; per Johanna Maria, Mr. Boelen and family, Mr. Bock Van Maas, Mrs. Dyreilles and family.

DEATH OF M. DE MONTIGNY.

M. de Montigny, whose death recently occurred in Paris, was born in 1805; he accompanied M. de Lagrenée on his mission to China in 1843, and in 1855 he negotiated a treaty of commerce with the King of Siam. After assisting in operations in Cochin China he became Consul-general for France, but was forced by illness to return home. M. de Montigny was Commander of the Legion of Honour, Grand Officer of the Order of the White Elephant of Siam, and of St. Gregory the Great; he had also received honorary distinctions from the Geographical, Agricultural, Horticultural, and Acclimatisation Societies of France.

THE SAN FRANCISCO DIRECTORY FOR 1869.—So many travellers to and from China and Japan now pass through San Francisco that it may be worth while to inform intending passengers by that route that a useful Directory for San Francisco can be obtained, which will greatly facilitate an inspection of that city. The tenth volumo of the *San Francisco Directory* for the year commencing October, 1868, has just been issued by Mr. Langley. It is prefaced by a new and well-arranged map of the city. A convenient chronological index gives the principal events of local interest. The General Review contains a synoptical account of the schools (public and private), benevolent associattons, companies, associations, banks, railroads, insurance companies, cemeteries, &c, and a valuable and exhaustive description of the enterprises in operation at the present time. There are also tables presenting an accurate census of the city and county for 1860, 1861, 1863, and 1868, a review of the improvements made during the year ending June 30, 1868, and a statement of the number of buildings within the city limits.

In view of the rapidly-increasing passenger traffic to and from China and Japan by way of San Francisco, it has been thought desirable to establish an agency for the sale of the *London and China Express* at that port. Subscribers and other passengers by this route are therefore informed that they will find copies on sale at Messrs. White and Bauer's, 413, Washington-street.

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Monetary and Commercial.

The Christmas holidays have as usual caused a few days' entire cessation of business, most firms having adopted the praiseworthy plan of making Saturday an entire holiday. The office of the *London and China Telegraph* has been closed from Thursday afternoon until this morning.

It is understood that the litigation which has for many months past prevented a division of the assets of the Commercial Bank Corporation of India and the East is practically at an end. It is stated that an arrangement has, after much negotiation, been made between some of the principal creditors and the various classes of shareholders, the effect of which will be that the creditors will accept 17s. in the pound (of which they have received 10s.) in discharge of their debts without interest—the balance of 7s. to be paid within one month after the arrangement has been finally confirmed by the Master of the Rolls. His lordship has already sanctioned the holding of meetings of the creditors and shareholders to obtain their formal assent to the arrangement. Under the arrangement all the creditors whose claims have been disputed on the ground that they were debts of the Commercial Bank of India will be entitled to receive the dividend of 17s. in the pound, which it is hoped the official liquidator, Mr. Holyland, will be able to pay without resorting to a further call.

The directors of the Chartered Mercantile Bank of India, London, and China have declared a dividend of 3 per cent. for the half-year ending the 31st. inst.

When Mr. Cannan, the official liquidator of the Agra and Masterman's Bank, had completed his labours, he claimed £25,000 as being due to him for the duties which he had performed. The committee of shareholders, deeming the sum too high, offered £7,000. The offer was not accepted, and a suit in equity was brought to determine the amount of remuneration to which the official liquidator was entitled. Vice-Chancellor Giffard has fixed the sum at £9,000.

The Commission of Inquiry into the affairs of the Bombay Bank concluded its sittings last week, the last witness examined being Mr. Hannay, formerly president of the Bank. The inquiry is now completed, and the commissioners will prepare a report to the Government, which will contain references to the despatches of Lord Halifax to Sir Bartle Frere, the late Governor of Bombay. The losses of the bank are £1,890,000, and the question is whether any or what portion should be borne by the Government. The matter will probably come before Parliament.

A call of £8 per share, the whole of the remaining uncalled capital of the Oriental Commercial Bank (Limited), has been made payable, in two instalments of £4 each, on the 7th of January and 7th of April, 1869, at the offices of Messrs. Cooper Brothers and Co.

The Messageries Imperiales has declared a provisional dividend of 16s. per share for 1868.

The report of the Anglo-Mediterranean Telegraph Company (Limited) has been issued. It states that the new Malta and Alexandria cable has transmitted messages with great speed and regularity. The new land line through Italy has been completed and transferred to the company, and is now worked by an English staff throughout. The receipts enable the directors to declare an interim dividend of 4s. per share on account of the profits for the three months ending December 15th. The report concludes with the following statement:—"The shareholders will be glad to learn that there is a good prospect of the Red Sea line to India being shortly undertaken, and that meanwhile arrangements are in progress to secure to this company some portion of the Indian traffic for transmission *via* Malta, Egypt, Syria, and the Persian Gulf."

The report of the Ceylon Company, adopted on the 22nd inst., shows an available total of £13,278, and recommends an *interim* dividend at the rate of 6 per cent. per annum, which will leave £3,485 to be carried forward.

At the meeting of the Upper Assam Tea Company (Limited) he directors' report, which did not recommend the payment of any dividend, was adopted.

The prospectus has appeared of the "Liverpool Marine Insurance Company (Limited)." The application of the bonus system though long adopted with success in life insurance, has not yet been applied in this country to marine insurance; but the projectors of the "Liverpool," probably attracted by the immense success of the "North China" office, intend to follow the example set by the latter company, and give one-third of the profits to their constituents.

The biddings for £100,000 in bills on Calcutta and Madras were held at the Bank of England. The amounts alloted were:—To Calcutta, £76,900; and to Madras, £23,100. The minimum price was fixed, as before, at 1s. 11d. on both Presidencies, and tenders on both Presidencies at 1s. 11¾d. will receive about 77 per cent. These terms are about ¼ per cent. higher than those obtained on the last occasion, and indicate a further increase of demand for means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 12th inst., was in gold to Bombay, £45,514; to Galle, £6,557; to Madras, £1,007; to Calcutta, £3,000; in silver to Bombay, £33,000; to Calcutta £24,800; to Singapore, £19,500; to Hong Kong, £25,755; to Shanghai, £2,000; total in gold, £65,141; in silver, £105,055.

ANGLO-MEDITERRANEAN TELEGRAPH COMPANY.

The report of the directors of this company states that the new Malta and Alexandria direct cable was successfully laid by the Telegraph Construction and Maintenance Company, and handed over to this company in good working order, on the 4th of October last, and that it had from that date continued to transmit messages with great speed and regularity. The new land line through Italy, referred to in the prospectus, had now been completed and transferred to this company, and was worked in connection with the Malta and Alexandria cables by an English staff throughout. In consequence of this arrangement the whole of the communication between Turin, Malta, Alexandria, and Suez was in the hands of English clerks. In accordance with the agreement sanctioned by the general meeting held on the 18th of August last, the Lords of Her Majesty's Treasury had appointed Mr. Stronge, one of their principal officers, their official director of the company. The paid-upcapital of the company was £250,000, of which £190,000 had been already paid to the contractors, leaving £55,000 to be paid by quarterly instalments upon certificates of the company's engineer that the cable was in good working order. The remaining £5,000 would more than cover the entire preliminary charges to the 15th of September last, including engineering, travelling, and other incidental expenses. The receipts from the Government cable *via* Tripoli and Benghazi accrued to this company from the 16th of September last, and those, with the receipts from the new direct line from the date of its completion, enabled the directors to declare an interim dividend of 4s. per share, free of income-tax, on account of the profits for the three months ending the 15th of December last. The dividend warrants would be sent to the shareholders in January next. There was now a good prospect of the Red Sea line to India being shortly undertaken, and in the meantime arrangements were in progress to secure to this company some portion of the Indian traffic, for transmission *via* Malta, Egypt, Syria, and the Persian Gulf.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of cotton manufactures and yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan Singapore, Batavia, Manila, and Ceylon during the month ended 17th December. The shipments during the twelve months ended 16th December, compared with those for the corresponding periods of 1867 and 1866, are also given.

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 17th December, 1868, 3,090,728 yards; for the twelve months 1868, 55,908,198 yards; for the twelve months, 1867, 52,553,992 yards; for the twelve months 1866, 41,224,327 yards. Increase for 1868 against 1867, 3,349,201 yards.

COLOURED COTTONS.—Export for the month ended 17th December, 1868, 45,000 yards; for the twelve months 1868, 1,301,851 yards; for the twelve months, 1867, 2,496,249 yards; for the twelve months, 1866, 3,878,569 yards. Decrease for 1868 against 1867, 1,194,398 yards.

PRINTED COTTONS.—Export for the month ended 17th December, 1868, 89,200 yards; for the twelve months 1868, 2,143,654 yards; for the twelve months 1867, 784,761 yards; for the twelve months, 1866, 905,638 yards. Increase for 1868 against 1867, 1,358,893 yards.

COTTON YARN.—Export; for the month ended 17th December, 1868, 252,110 lbs.; for the twelve months 1868, 6,568,310 lbs.; for the twelve months 1867, 7,229,044 lbs.; for the twelve months 1866, 4,672,038 lbs. Decrease for 1868 against 1867, 660,734 lbs.

VALUE.—For the month ended 17th December, 1868, £61,235; for the twelve months 1868, £1,463,966; for the twelve months 1867, £1,658,835; for the twelve months 1866, £1,526,945. Decrease for 1868 against 1867, £194,869.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 17th Dec., 1868, 20,572,041 yards; for the twelve months 1868, 250,015,787 yards; for the twelve months 1867, 138,507,387 yards; for the twelve months 1866, 122,880,366 yards. Increase for 1868 against 1867, 111,508,400 yards.

COLOURED COTTONS.—Export for the month ended 17th Dec., 1868, 544,952 yards; for the twelve months 1868, 6,553,961 yards; for the twelve months 1867, 10,928,290 yards; for the twelve months 1866, 11,721,536 yards. Decrease for 1868 against 1867, 4,374,329 yards.

PRINTED COTTONS.—Export for the month ended 17th Dec., 1868,

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133,234 yards; for the twelve months 1868, 3,507,173 yards; for the twelve months 1867, 5,540,184 yards; for the twelve months 1866, 5,929,964 yards. Decrease for 1868 against 1867, 2,033,011 yards.

Cotton Yarn.—Export for the month ended 17th Dec., 1868, 10,000 lbs.; for the twelve months 1868, 315,700 lbs.; for the twelve months 1867, 441,232 lbs.; for the twelve months 1866, 70,800 lbs. Decrease for 1868 against 1867, 125,532 lbs.

Value.—For the month ended 17th Dec., 1868, £351,143; for the twelve months 1868, £4,249,167; for the twelve months 1867, £2,886,246; for the twelve months 1866, £3,234,280. Increase for 1868 against 1867, £1,362,921.

JAPAN.

Plain Cottons.—Export for the month ended 17th Dec., 1868. 2,224,822 yards; for the twelve months 1868, 22,008,295 yards; for the twelve months 1867, 21,067,186 yards; for the twelve months 1866, 23,460,228 yards. Increase for 1868 against 1867, 941,109 yards.

Coloured Cottons.—Export for the month ended 17th Dec., 1868, 100,175 yards; for the twelve months 1868, 1,665,311 yards; for the twelve months 1867, 3,284,086 yards; for the twelve months 1866, 2,747,244 yards. Decrease for 1868 against 1867, 1,688,775 yards.

Printed Cottons.—Export for the month ended 17th Dec., 1868, *nil*; for the twelve months 1868, 501,637 yards; for the twelve months 1867, 791,668 yards; for the twelve months 1866, 2,381,721 yards. Decrease for 1868 against 1867, 290,031 yards.

Cotton Yarn.—Export for the month ended 17th Dec., 1868, 803,364 lbs.; for the twelve months 1868, 4,848,275 lbs.; for the twelve months 1867, 3,441,349 lbs.; for the twelve months 1866, 1,480,260 lbs. Increase for 1868 against 1867, 1,406,926 lbs.

Value.—For the month ended 17th Dec., 1868, £84,355; for the twelve months 1868, £711,176; for the twelve months 1867, £753,938; for the twelve months 1866, £847,652. Decrease for 1868 against 1867, £42,762.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 17th Dec., 1868, 2,762,584 yards; for the twelve months 1868, 46,733,783 yards; for the twelve months 1867, 64,180,992 yards; for the twelve months, 1866, 48,053,318 yards. Decrease for 1868 against 1867, 17,447,209 yards.

Coloured Cottons.—Export for the month ended 17th Dec., 1868, 193,420 yards; for the twelve months 1868, 4,126,069 yards; for the twelve months 1867, 8,940,276 yards; for the twelve months, 1866, 8,470,761 yards. Decrease for 1868 against 1867, 4,814,207 yards.

Printed Cottons.—Export for the month ended 17th Dec., 1868, 241,666 yards; for the twelve months 1868, 2,061,641 yards; for the twelve months 1867, 4,433,951 yards; for the twelve months 1866, 4,438,580 yards. Decrease for 1868 against 1867, 2,372,310 yards.

Cotton Yarn.—Export for the month ended 17th Dec., 1868, 227,520 lbs.; for the twelve months 1868, 1,528,663 lbs.; for the twelve months 1867, 3,033,969 lbs.: for the twelve months 1866, 1,817,777 lbs. Decrease for 1868 against 1867, 1,505,306 lbs.

Value.—For the month ended 17th Dec., 1868, £75,706; for the twelve months 1868, £970,755; for the twelve months 1867, £1,725,563; for the twelve months 1866, £1,580,089. Decrease for 1868 against 1867, £754,808.

BATAVIA.

Plain Cottons.—Export for the month ended 17th Dec., 1868 1,817,588 yards; for the twelve months 1868, 17,728,837 yards; for the twelve months 1867, 20,541,526 yards; for the twelve months 1866, 35,010,863 yards. Decrease for 1868 against 1867, 2,812,689 yards.

Coloured Cottons.—Export for the month ended 17th Dec., 1868, 214,931 yards; for the twelve months 1868, 6,924,708 yards; for the twelve months 1867, 13,448,622 yards; for the twelve months 1866, 12,313,990 yards. Decrease for 1868 against 1867, 6,523,914 yards.

Printed Cottons.—Export for the month ended 17th Dec., 1868, 175,058 yards; for the twelve months 1868, 5,084,285 yards; for the twelve months 1867, 14,391,128 yards; for the twelve months 1866, 11,276,978 yards. Decrease for 1868 against 1867, 9,306,893 yards.

Cotton Yarn.—Export for the month ended 17th Dec., 1868, 38,450 lbs.; for the twelve months 1868, 581,820 lbs.; for the twelve months 1867, 702,950 lbs.; for the twelve months 1866, 744,416 lbs. Decrease for 1868 against 1867, 121,130 lbs.

Value.—For the month ended 17th Dec., 1868, £44,602; for the twelve months 1868, £628,400; for the twelve months, 1867, £1,148,192; for the twelve months 1866, £1,426,594. Decrease for 1868 against 1867, £519,792.

MANILA.

Plain Cottons.—Export for the month ended 17th Dec., 1868, 1,181,831 yards; for the twelve months 1868, 18,435,307 yards; for the twelve months 1867, 17,463,819 yards; for the twelve months 1866, 12,078,512 yards. Increase for 1868 against 1867, 971,488 yards.

Coloured Cottons.—Export for the month ended 17th Dec., 1868, 1,069,016 yards; for the twelve months 1868, 14,223,082 yards; for the twelve months 1867, 15,339,022 yards; for the twelve months 1866, 14,626,518 yards.

Printed Cottons.—Export for the month ended 17th Dec., 1868, 88,491 yards; for the twelve months 1868, 1,032,409 yards; for the twelve months 1867, 972,228 yards; for the twelve months 1866, 613,628 yards. Increase for 1868 against 1867, 60,181 yards.

Cotton Yarn.—Export for the month ended 17th Dec., 1868, 4,000 lbs.; for the twelve months 1868, 315,912 lbs.; for the twelve months 1867, 261,136 lbs.; for the twelve months 1866, 89,318 lbs. Increase for 1868 against 1867, 54,776 lbs.

Value.—For the month ended 17th Dec., 1868, £43,811; for the twelve months 1868, £673,267; for the twelve months 1867, £810,585; for the twelve months 1866, £720,668. Decrease for 1868 against 1867, £137,318.

CEYLON.

Plain Cottons.—Export for the month ended 17th Dec., 1868 1,329,853 yards; for the twelve months 1868, 22,644,373 yards; for the twelve months 1867, 18,472,689 yards; for the twelve months 1866, 19,559,438 yards. Increase for 1868 against 1867, 4,171,684 yards.

Coloured Cottons.—Export for the month ended 17th Dec., 1868, 78,370 yards; for the twelve months 1868, 757,675 yards; for the twelve months 1867, 1,270,224 yards; for the twelve months 1866, 1,579,151 yards. Decrease for 1868 against 1867, 512,549 yards.

Printed Cottons.—Export for the month ended 17th Dec., 1868, 190,440 yards; for the twelve months 1868, 2,231,118 yards; for the twelve months 1867, 2,038,200 yds.; for the twelve months 1866, 4,463,985 yards. Increase for 1868 against 1867, 192,918 yards.

Cotton Yarn.—Export for the month ended 17th Dec., 1868, 19,500 lbs.; for the twelve months 1868, 428,737 lbs.; for the twelve months 1867, 351,735 lbs.; for the twelve months 1866, 812,922 lbs. Increase for 1868 against 1867, 77,002 lbs.

Value.—For the month ended 17th Dec., 1868, £29,465; for the twelve months 1868, £456,820; for the twelve months 1867, £480,851; for the twelve months 1866, £731,292. Decrease for 1868 against 1867, £24,031.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Prices Dec. 26.
£10	Agra Bank, A shares	All	11¼ to 12¼
10	Do. B do.	—	5¼ to 6¼
25	Bank of Egypt	All	38 to 40
20	Chartered Bank Ind., Aust., and China	All	20 to 21
25	Chartered Merc. of India and China ...	All	30 to 31
20	City Bank	10	11¼ to 12¼
28½	Hong Kong and Shanghai Bank, new...	5¼	½ to ¾ pm.
50	London and County	20	50 to 51
50	London Joint Stock	15	35 to 36
100	London and Westminster	20	66 to 68
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	38 to 39
	Miscellaneous.		
—	Ceylon Deb., 6 per cent., Nov. 1878 ...	100	108 to 110
—	Do. Do. 1872 ...	100	103 to 105
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	3¼ to 2⅝ dis.
20	Do. A shares	5	2¼ to 2 dis
10	Credit Foncier and Mobilier of England	All	2¼ to 2¼
20	Egyptian Com. and Trading Company	6	5¼ to 4¼ dis.
10	General Credit and Discount Company	7½	2 to 1¼ dis.
10	North Assam Tea (Limited)	5	7 to 5 dis.
10	Do. do. B shares	All	9 to 8¼ dis.
20	International Finance Society	5	1⅝ to 1¼ dis.
50	P. and O. Steam Company	All	51 to 53 x.d.
50	Do. Do. 1867	10	1 dis to par x.d.
10	Upper Assam Tea	All	2¼ to 3¼
100	West India Steam Company	60	46 to 48

Shipping Intelligence.

ARRIVALS.

Date.	Ships.	Captain.	From.	At.
Dec 12	Scott	Laycklock	Galle, &c.	London
— 12	Scotia	Delana	Rangoon	Do.
— 12	Stad Assen	De Boer	Swatow	Falmouth
— 10	Kaap Hoorn	Dik	Batavia	Texel
— 10	Mentor	Butenuth	Patjitan	Do.
— 11	Agincourt	Ramm	Ceylon	Deal.
— 14	Orion	Anderson	Singapore, &c.	London
— 14	Phaeton	Milligan	Do.	Deal
— 10	Peter Rickmers	Meyer	Macao	Cuxhaven
— 11	Johanna Maria	Overgaard	Batavia	Brouwershaven
— 15	Nile (str.)	Wilson	Japan, China, & Sing.	London
— 15	St. Dunstan	—	Do., and New York	Do.
—	Fleetwood	—	Rangoon	Queenstown
— 15	La Plata	—	Singapore	Liverpool
— 16	Calista	—	Penang	London
Nov 27	Mary Goodell	Sweetser	Hong Kong	San Francisco
Dec 14	Jorgen Lorentzen	Hutchinson	Batavia	Brouwershaven
— 14	L. J. Enthoven	Gyrelen	Do.	Do.
— 16	New Dominion	—	Rangoon	Liverpool
— 18	Sparkling Dew	Bragg	Colombo	London
— 17	Joseph Sprott	Dixon	Shanghai	Deal
— 18	Thetis	Otterman	Hong Kong	Do.
— 17	Harmonie	Nielsen	Akyab	Antwerp
— 18	Northampton	Barclay	Shanghai	Deal
— 21	The Cedars	Storehouse	Do.	London
— 20	Caldew	Clarkson	Penang	Deal
— 19	Lady Douglas	McKinnon	Rangoon	Liverpool
— 19	Gryfe	—	Do.	Do.
— 19	Carricks	Gany	Akyab	Do.
Nov. 1	Parejero	Ruig	Hong Kong	Buenos Ayres
Dec. 5	Emma	Hemmet	Nagasaki	New York
— 22	Shepherd	Mead	Colombo, &c.	London
— 21	Fleetwood	Bogle	Rangoon	Liverpool
— 18	Early Dawn	Norris	Saigon	Havre
— 22	Fusiyama	Borup	Hong Kong, &c.	Deal
— 22	Edmund Preston	Stroud	Sarawak	Do
— 22	Nesutan	Schibye	Manila	Do.
—	Duncairn	—	Akyab	Queenstown
— 17	Marguerite d'Anjou	Mahe	Singapore	Belle Isle
—	Marie Gabrielle	Heleux	Saigon	Do. Roads
— 21	Silver Cloud	Carr	Colombo	London
— 21	Nyassa	Lawson	Singapore	Do.
— 22	Polly	Petherick	Do.	Deal

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DEPARTURES.

Date.	Ship.	Captain.	For.	From
Dec 12	Mary Nicholson	Freebody	Hong Kong	London
— 12	Dronning Louise	Groos	Nicolajefsk, Amoor R.	Do.
— 12	Argonaut	Nicolson	Shanghai	Do.
— 11	Edinburgh Castle	Dick	Singapore	Glasgow
— 14	Boyne	Morice	Colombo	London
— 14	Burdwan	Douglas	Shanghai	Do.
—	Southland	Lawrence	Amoor River	Cronstadt
— 12	Metis	Paulsen	Singapore	Liverpool
— 14	Mathilde	Jacobsen	Do.	Cardiff
— 14	Manila	Holst	Do.	Do.
— 13	Star of India	Colston	Yokohama	Penarth
— 13	Elcano	Brown	Hong Kong	Do.
— 13	Elizabeth Cushing	Colby	Do.	Do.
Oct. 29	Arab	Holdt	China	Callao
Dec. 16	Quinteros	Brynon	Colombo	London
— 16	Golden Spur	Ronald	Shanghai	Do.
— 16	Gennerich	—	Cardiff & Hong Kong	Do.
Nov 22	Cataluna (s.)	Escapadillo	Hong Kong	Havana
Dec. 15	Achilles (str.)	Russell	Maur., Peng., Sing., Hg. Kg., & Shang.	Liverpool
Nov 16	J. L. Dimmock	Winchell	Shanghai	San Francisco.
Dec. 17	Granville	Gallichan	Colombo	London
— 17	Indiana	Cooper	Singapore & Bangkok	Do.
—	Cama	Hoog	Amoor River	Cronstadt
—	Geme	—	China	Do.
— 14	Qui-qu'en-grogne	Brindey	Singapore	Cardiff
— 12	Imperator Alexdr. II.	—	Amoor River	Penarth
— 21	Helen Finlayson	Seaton	Ceylon	Glasgow
— 18	Benvenue	Brown	Penang	London
— 18	Star of China	Angus	Cardiff and Shanghai	Do.
— 16	Benmore	Proud	Shanghai	Sunderland
— 19	Eleanor	Maxwell	Singapore	London
— 19	Farningham	Swan	Tientsin and Chefoo	Do.
— 16	Mayotte & Nossi Be	Bellard	Singapore	Cardiff
— 18	Codan	Kirschstein	Do.	Do.
— 21	Athole	Gorley	Samarang	London
— 19	Carin	Gray	Hong Kong	Falmouth*
— 22	Lieutenant	Peters	Cardiff and Shanghai	London
— 17	Hertha	—	Singapore	Shields
— 19	Manila	Holst	Do.	Cardiff
— 19	Junia (?)	—	Do.	Shields
— 23	Mindin	Joubert	Batavia	Glasgow
— 23	County of Lanark	Welsh	Do.	Do.
— 20	Iphigenie	Peters	Shanghai	Cardiff
— 13	Iberian (s.s.)	Follett	Alexandria	Liverpool†

* After repairing. † With cargo for China and Japan.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Tientsin and Chefoo: Eleanor. For Yokohama: Deerfoot, Cedric, Empress. For Shanghai: Challenge, Wild Deer, Helen Nicholson, Silver Eagle, Dilkhoosh, Maiden Queen. For Hong Kong and Foochow: Kaisow. For Hong Kong: Albert Victor, Chusan, Carmarthenshire, Douglas Castle, Dunmail, Fiery Cross. For Manila: Pepita. For Singapore: Wave Queen, Istapa. For Singapore, Shanghai, Nagasaki, and Yokohama: Nile (str.). For Penang: Ceylon. For Colombo: Aboyne, Shooting Star, Sarah Watson.

At LIVERPOOL.—For Hiogo: Edward Herbert. For Yokohama: Empress, Kirkland. For Shanghai: Conqueror. For Singapore: Lorton, Dewa Gungadhur. For Manila: Nicolas, Cinco Hermanos, Dos Hermanos, Dora. For Batavia and Sourabaya: Mary Spencer. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.).

At GLASGOW.—For Hong Kong: Columbus, via Liverpool, Windover. For Manila and Yloilo: Magallanes. For Penang: Jerfalcon. For Singapore: Lochleven Castle.

SPOKEN.

FERDINAND AND LOUISE, Amsterdam to Batavia, Nov. 7, 8 N., 24 W.
BEZOEKIE (Dut. barq.), Rotterdam to Batavia, Nov. 9, 6 N., 22 W.
FINZEL (barq.), London to Hong Kong, 7 N., 108 E.
MONKWEARMOUTH (barq.), Foochow to London, 7 N., 108 E.
COTHERSTONE, Cardiff to Chefoo, Oct. 2, 17 N., 120 E.
CORNELIA, Newcastle to Batavia, Nov. 9, 1 N., 29 W.
MAGDALENA, Liverpool to Bangkok, Nov. 7, 7 N., 24 W.
VESTA (bq.), Rotterdam to Hong Kong, 72 days out, Oct. 22, 37 S., 25 E.
ANDRE MARIE, of Marseilles, Rio Janeiro to Ceylon, Oct. 12, 39 S., 19 E.
EVERARD (N. Ger. barq.), Cochin China to Falmouth, Oct. 17, 19 S., 74 E.
PORTINSCALE, Liverpool to Japan, Oct. 15, 34 S., 6 E.
RIFLEMAN, Shanghai to London, Sept. 6, 1 S., 131 E.
VON BERG, Penang to Bremen, Oct. 17, 27 S., 49 E.
AURORA AUSTRALIS, Foochow to London, Oct. 23, 34 S., 29 E.
VERONICA, Galle to London, Nov. 16, 17 S., 3 W.
MARY BARBARA, Penang to London, Oct. 17, 26 S., 46 E.
EENGEZINDHEID, Batavia to Rotterdam, Oct. 27, 35 S., 22 E.
CROWN, of Jersey, Cardiff to Yokohama, Nov. 11, 4 N., 27 W.
MARY ANNE JOHNSTON, Liverpool to Ceylon, Nov. 12, 17 S., 30 W.
PRECIOSA, Shanghai to London, Sept. 15, in the Ombay Passage.
WILD ROVER, Manila to Boston, Oct. 25, 36 S., 22 E.
HELVOETSLUYS, Tjilatjap to Rotterdam, Oct. 24, 33 S., 28 E.
TIENTSIN, Foochow to Boston, Oct. 9, off Anjer.
LOTUS, Batavia to Falmouth, Nov. 9, 36 S., 19 E.
ROBERT FLETCHER, Penang to London, Oct. 14, 36 S., 22 E.
WEYMOUTH, Shanghai to London, Nov. 5, 35 S., 22 E.
MARY OF SUNDERLAND, Canton to Buenos Ayres, Oct. 27, 29 S., 41 E.
EBERHARD, Saigon to Queenstown, Sept. 28, 28 S., 108 E.
VALDIVIA, Shanghai to London, Oct. 24, 27 S., 51 E.
KNIGHTON, Singapore to Liverpool, Oct. 31, 31 S., 35 E.
BARBADIAN, London to Shanghai, Nov. 28, 8 N., 24 W.
INO (Hamburg barque), Chester to Bangkok, Nov. 15, 6 S., 30 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports continue dull, and at present do not show any signs of improving; there is also very little business doing in coal freights from the Northern outports.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama, £48. For Shanghai: £48. For Hong Kong: £36. For Singapore: £28. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 4s. For Shanghai: £2 8s. For Hong Kong: £1 17s. 6d. For Manila: £1 15s. For Singapore: £1 7s. For Galle: £1 4s.

The Admiralty have invited tenders for the conveyance of the following stores, viz.:—

37 tons navy provisions and other articles, 3 tons (heavy) and 6 tons (light) naval common stores, 5 tons naval cordage, 3 tons naval sails, 1 ton naval masts, 20 to 36 feet by 3 to 7 inches, at Deptford; to be shipped from the Thames for Trincomalee direct. 163 tons navy provisions and other articles, at Deptford; to be shipped at Deptford for Victoria, Hong Kong. 1 ton (light) clothing, at Woolwich; 3 tons (light) tubs, at the Tower; 2 tons (light) necessaries, at Pimlico; for Singapore.

CASUALTIES.

Advices from Capetown, dated Nov. 4, state that the St. Charles, Jaffrain, from Saigon and Reunion, for Cadiz, put into Table Bay for repairs, and had been condemned; also that the Antoinette, Leefoy, had been chartered to take on the cargo.

The Alavesa (Spanish ship), bound for Manila, put back to Penarth Roads, Dec. 11, to stop a leak, and with pumps choked.

The Nancy Bryson, Thorn, from Macao, for London, arrived at Table Bay Nov. 9, with loss of bulwarks, stanchions, &c., having experienced a heavy gale.

The Neville, Sullivan, from Macao, for London, put into Table Bay Nov. 10 for repairs to sails, upperworks, &c., having experienced heavy gales from Oct. 28 to Nov. 3.

The Azia (Dut. barq.), Tapper, from Java to Amsterdam, put into Simon's Bay, Nov. 6, leaky, and with loss of boats, having experienced a succession of gales from N.W. to N.N.W. from Oct. 2 to Nov. 3.

The Hendrika (Dut. barq.), Van der Valk, from Batavia to Rotterdam, put into Simon's Bay, Nov. 9, very leaky, having experienced very heavy gales from N.N.W. from Oct. 28 to Nov. 3, during which she sustained damage to hull, lost sails, and had to throw overboard a quantity of cargo.

Advices from Capetown, dated Nov. 11, announce the sale of 3,000 pockets of rice, landed in a damaged state from the St. Charles, Jaffrain, from Saigon and Reunion, which vessel put into Table Bay, Oct. 7, for repairs, and was afterwards condemned there.

Advices from Boulogne, dated Dec. 18, state that the Diana, Teengs, from Batavia to Rotterdam, which was stranded to the eastward of that port Dec. 6, went to pieces during a gale on the night of the 17th, a quantity of coffee and about ten tons of nutmegs in casks had been saved; the coast for some distance round was covered with coffee.

The United Service (s.s.), Gaine, from London to Singapore, China, &c., which put into Mauritius, Oct. 31, had lost her propeller; she was docked and fitted with a new screw without discharging, and left Nov. 11 for Singapore, where she arrived previous to Dec. 3.

The Susan Pardew, Cuming, from London to Colombo, put into Plymouth, Dec. 19, with loss of foremast head, main topgallant-mast and other damage.

Advices from Rotterdam, dated Dec. 18, state that the Azia, Trappen, from Tjilatjap, to Amsterdam, which put into Simon's Bay Nov. 6, leaky, and with damage, was discharging her cargo (a great deal of which was damaged) for further examination.

The Eleano, from Cardiff to Hong Kong, has put into Penarth Dock, with damage.

The Wilhelmine, Tonjes, from Saigon, which vessel arrived at St. Helena Nov. 19, with loss of bulwarks (second officer washed overboard), had been on her beam ends, having experienced a succession of gales from N. and W. off the Cape of Good Hope, from Oct. 29 to Nov. 3.

The Maggie Leslie, Shoosmith, from Liverpool to Shanghai, with iron and bale goods, put into Plymouth, Dec. 20, with loss of longboat, hatches stove, and other damages; her cargo was supposed to be injured.

Advices from Capetown, dated Nov. 19, state that the Ilma, Lundahl, from Batavia to Amsterdam, was run into whilst at anchor in Table Bay, Nov. 17, but sustained only slight damage.

The Alfred, from Liverpool to Singapore, which put into Milford, Dec. 10, with loss of bulwarks, &c., had discharged part of her cargo (which appeared damaged by wet), in order to restow a portion which was adrift.

The Leonardo da Vinci, Zanella, from Liverpool to Galle, put into Table Bay, Nov. 17, with cargo (coals) on fire (she had thrown 120 tons overboard); the surveyors recommended that the remainder of the cargo should be discharged.

The Seamew, from Foochow and Batavia for London, which arrived at St. Helena Nov. 22, and sailed again Nov. 24, reported that her late master (Taylor) had fallen overboard.

Accounts from Batavia, dated Nov. 28, state that the Koffyboom (Dutch ship), Van Galen, which arrived there, Oct. 10, from Liverpool, had been burnt in Sourabaya roadstead. Subsequent advices announce the sale of the wreck.

Advices from Havre, dated Dec. 18, state that the Jeannie Alice, Moutier, from Port Townsend to Hong Kong, put into San Francisco, Nov. 7, leaky.

The Hendrika, Van der Valk, from Batavia to Rotterdam, which put into Simon's Bay, Nov. 9, very leaky, &c., had, according to advices from Capetown, dated Nov. 18, discharged about half of her cargo, and was repairing.

MISCELLANEOUS.

At SIMON'S BAY.—Nov. 2, Himalaya (s.), Peers, from Belfast, &c., for Hong Kong.

At ALGOA BAY.—Oct. 24, Rossfare (?), sailed for Batavia.

At TABLE BAY.—Nov. 9, Nancy Bryson, Thorn, from Macao, for

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London; 10, Neville, Sullivan, from Macao, for London; 12, Ilma, Lundahl, from Batavia, for Amsterdam.

At ST. HELENA.—Nov. 14, President von Ryckevorsel, Vogelensang, from Batavia, and sailed 16 for Amsterdam; 17, Hastings, Cobbett, from Shanghai, and sailed 18 for London; 19, Wilhelmine, Tonjes, from Saigon; Crawshay Bailey, Hansenburg, from Shanghai, and sailed 20 for London; 20, Lord Nelson, Blyth, from Penang, and sailed 21 for New York; Johannes Martinus, Dalloyaux, from Batavia, and sailed 21 for Amsterdam; 21, Avon, Edmund, from Foochow, and sailed for London; Joliba, Simpson, from Sarawak, and sailed for Queenstown; 22, Copernicus, Algra, from Batavia, and sailed 28 for Amsterdam; 23, Pegasus, Mackey, from Shanghai, and sailed for London; Erasmus, Hullshof, from Batavia, and sailed for Rotterdam; 25, Red Riding Hood, Henderson, from Foochow, and sailed for London; Ellen Hood, Neill, from Manila, and sailed for New York; 27, Bilderdyk, Victor, from Batavia; 22, Seamew, from Foochow and Batavia, and sailed 24 for London.

At TABLE BAY.—Nov. 17, Dahlkarlss, Nelson, sailed for Batavia.

Off CAPE RECIFE.—Nov. 13, Marcellus, from Shanghai, for London.

At MAURITIUS.—Oct. 24, Recife, Blandford, from Yokohama, for water and provisions, and sailed, 27, for London; 25, Queen of the Sea, Tomlinson, from Colombo, Agnes Banfield, Bastian, from Yloilo, for slight repairs, and sailed, Nov. 14, for Falmouth; 23, Emperor, Dudley, from Table Bay, and sailed, 27, for Galle; 31, United Service (s.s.), Gaine, from London, and left, Nov. 11, for Singapore; Nov. 6, Laughing Wave, Shaw, from Singapore; 9, Herrington, Myles, from Colombo; 13, Anna Marie, Lemerle, from Saigon; Oct. 21, Kate Kellock, Bevan, sailed for Galle; 30, Morning Star, Moreau, sailed for Singapore.

The Imperator Alexander II., Haack, from Bremen, to the River Amoor, has put back to Plymouth.

Report of ship Coral Nymph, from Shanghai to London.—Left Shanghai July 8, lost mate overboard in the river. On the 17th, east of Foochow, owing to a violent typhoon, had to cut away topmasts. On the 19th and 20th, after the gale, calms, with a hot searching sun, the master, while in the act of sending up other masts to pursue the voyage, received a sunstroke, and has been almost blind ever since. The second mate, (then the chief mate) was struck with a chain falling from aloft and nearly killed; the ship in consequence for many days knocking about, without a competent navigator. The said officer was restored to health and has brought the ship home, labouring under great disadvantages. Captain A. Winchester, the master, is much shattered in health, and has only partially recovered his sight.

LAUNCH.

Messrs. Robertson and Co. launched on the 16th inst. an iron sailing ship for John Kerr, Esq., built to class A A 1 at Lloyd's, and 20 years in red in the Liverpool Underwriters' Register. The following are her principal dimensions:—Extreme length, 241 feet; length of keel and forerake, 220 feet; breadth moulded, 36 feet; depth of hold, 22½ feet; tonnage nett register, 1,200 tons. Her lower masts, bowsprit, lower yards, and lower topsail yards are of iron. She is fitted with patent windlass, steam winch and boiler, and all the latest improvements as regards construction, and was named the Zanzibar. She is intended for the East India trade.

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